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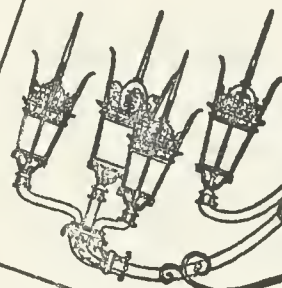
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CENTRAL ARTERY



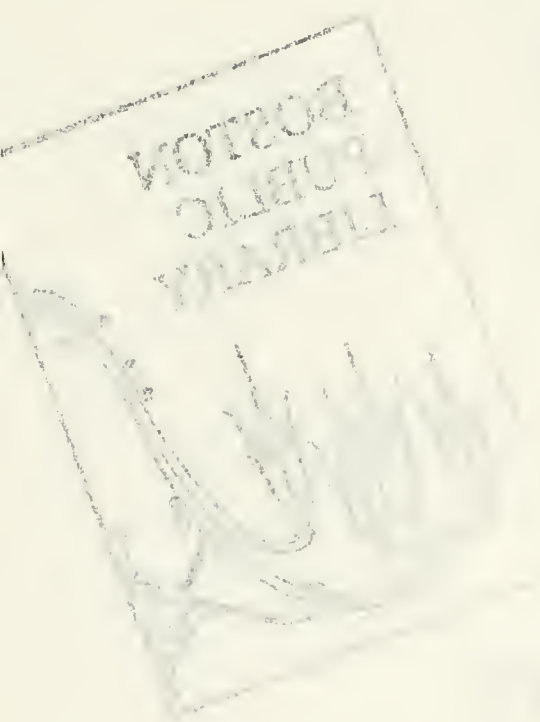
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GATEWAY SITE

OCTOBER 1989



CENTRAL ARTERY PROJECT - GATEWAY SITE

PARCEL AND BUILDING AREAS / ALTERNATIVE A

SUMMARY

TOTAL PARCEL AREAS (ESTIMATED): (Including Wang parcel)	<u>572,000 s.f.</u> (13.13 acres)
TOTAL BUILDING AREA: (Excluding parking area)	<u>2,200,000 s.f.</u>
TOTAL STRUCTURED PARKING AREA: (Assuming approx. 340 s.f./car)	<u>580,000 s.f.</u> 1,650 cars
AVERAGE SITE FLOOR AREA RATIO:	3.84 FAR

<u>PARCEL 24</u> (Expanded)	190,000 s.f.
o Building 1 (A) - Office / retail (5 stories, 60' ht., 12,500 s.f. floors)	75,000 s.f.
o Building 1 (B) - Residential (12 stories, 180' ht., 6,250 s.f. floors)	75,000 s.f.
o Building 2 - Residential (5 stories, 50' ht., 5,000 s.f. floors)	25,000 s.f.
o Buildings 3, 4, & 6 - Residential (10 stories ea., 100' ht., 5,500 s.f. floors)	165,000 s.f.
o Building 5 - Residential (5 stories, 50' ht., 12,000 s.f. floors)	60,000 s.f.
o Open Spaces - Active & passive uses New Pagoda Park - (100,000 s.f., active use) Building courts - (15,000 s.f., passive uses) Highway landscaped buffers - (20,000 s.f.)	(135,000 s.f.)
Total Parcel Building Area: (FAR 2.1)	<u>400,000 s.f.</u>

<u>PARCEL 25</u>	30,000 s.f.
o Building 7 (A) - Sports Center (7 stories, 95' ht., 8,000 - 25,000 s.f. floors)	35,000 s.f.
o Building 7 (B) - Parking (180,000 s.f., not is s.f. total / 510 cars) (8 stories, 80' ht., 25,000 s.f. floors)	(180,000 s.f.)
o Open Space - Passive use (3,000 s.f. plaza facing street)	(3,000 s.f.)
Total Parcel Building Area: (FAR 1.2)	<u>35,000 s.f.</u>

CENTRAL ARTERY PROJECT - GATEWAY SITE

PARCEL AND BUILDING AREAS / ALTERNATIVE A

<u>PARCEL 26</u>	72,000 s.f.
o Building 8 - Office / retail (5-10 stories, 65'-125' ht., 22,000 - 13,000 s.f. floors)	175,000 s.f.
o Building 9 - Office (5-16 stories, 65 - 200' ht', 21,000 - 11,000 s.f. floors)	230,000 s.f.
o Building 10 - Office (5-16 stories, 65'- 200' ht., 21,000- 11,000 s.f. floors)	230,000 s.f.
Total Parcel Building Area: (FAR 8.8)	635,000 s.f.

<u>PARCEL 27</u>	240,000 s.f.
o Building 13 - Office (10 stories, 125' ht., 18,000 s.f. floors)	180,000 s.f.
o Building 14 - Office (10 stories, 125' ht., 18,000 s.f. floors)	180,000 s.f.
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<u>WANG PARCEL</u> (Restructured)	40,000 s.f.
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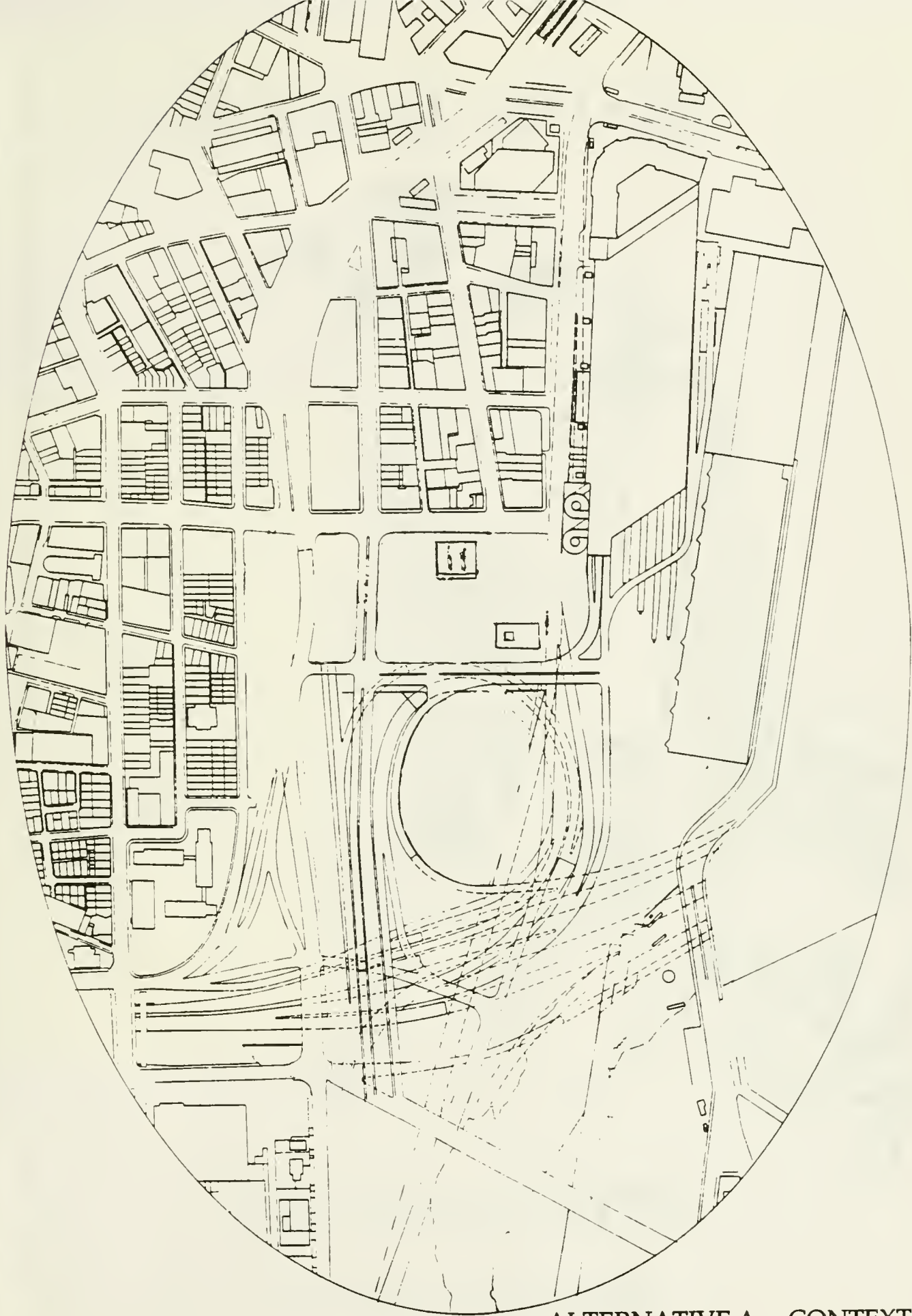
CENTRAL ARTERY PROJECT - GATEWAY SITE

PARCEL AND BUILDING AREAS / ALTERNATIVE A

TOTAL DEVELOPMENT AREA BY USE

o Total Residential Area:	325,000 s.f.
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o Total Recreational Area:	35,000 s.f.
o Total Parking Area:	(580,000 s.f.)
o Total Open Space Area:	(245,000 s.f.)

TOTAL BUILDING AREA:	2,200,000 s.f.
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ALTERNATIVE A CONTEXT PLAN

CENTRAL ARTERY



BOSTON
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GATEWAY SITE

PRELIMINARY DESIGN STUDIES

ALTERNATIVE A

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1921
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CENTRAL ARTERY PROJECT - GATEWAY SITE

PARCEL AND BUILDING AREAS / ALTERNATIVE A

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THE HISTORY OF THE
CITY OF BOSTON
FROM 1630 TO 1800

1630	First settlement of Boston
1634	First church organized
1639	First school established
1643	First public library
1647	First public school
1650	First public hospital
1654	First public prison
1658	First public workhouse
1662	First public almshouse
1666	First public poorhouse
1670	First public workhouse
1674	First public almshouse
1678	First public poorhouse
1682	First public workhouse
1686	First public almshouse
1690	First public poorhouse
1694	First public workhouse
1698	First public almshouse
1702	First public poorhouse
1706	First public workhouse
1710	First public almshouse
1714	First public poorhouse
1718	First public workhouse
1722	First public almshouse
1726	First public poorhouse
1730	First public workhouse
1734	First public almshouse
1738	First public poorhouse
1742	First public workhouse
1746	First public almshouse
1750	First public poorhouse
1754	First public workhouse
1758	First public almshouse
1762	First public poorhouse
1766	First public workhouse
1770	First public almshouse
1774	First public poorhouse
1778	First public workhouse
1782	First public almshouse
1786	First public poorhouse
1790	First public workhouse
1794	First public almshouse
1798	First public poorhouse
1800	First public workhouse

CENTRAL ARTERY PROJECT - GATEWAY SITE

PARCEL AND BUILDING AREAS / ALTERNATIVE A

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The first of these is the fact that the
number of cases of the disease has
increased in the last few years.

The second is the fact that the
disease is now found in many
places where it was not found before.

The third is the fact that the
disease is now found in many
places where it was not found before.

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The ninth is the fact that the
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CENTRAL ARTERY PROJECT - GATEWAY SITE

PARCEL AND BUILDING AREAS / ALTERNATIVE A

TOTAL DEVELOPMENT AREA BY USE

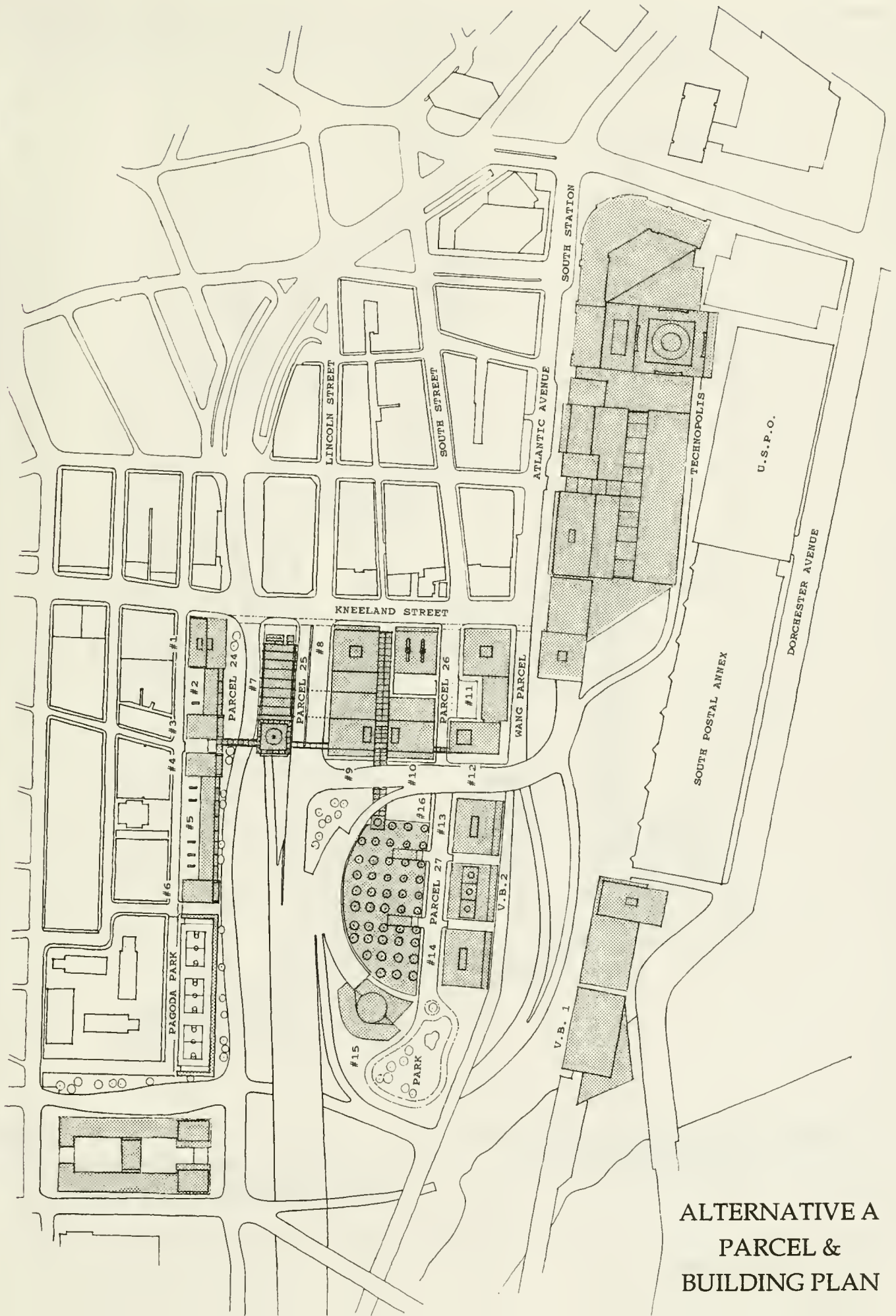
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1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

LIBRARY OF THE UNIVERSITY OF CHICAGO

1	2	3	4	5	6	7	8	9	10
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21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

1911-1912



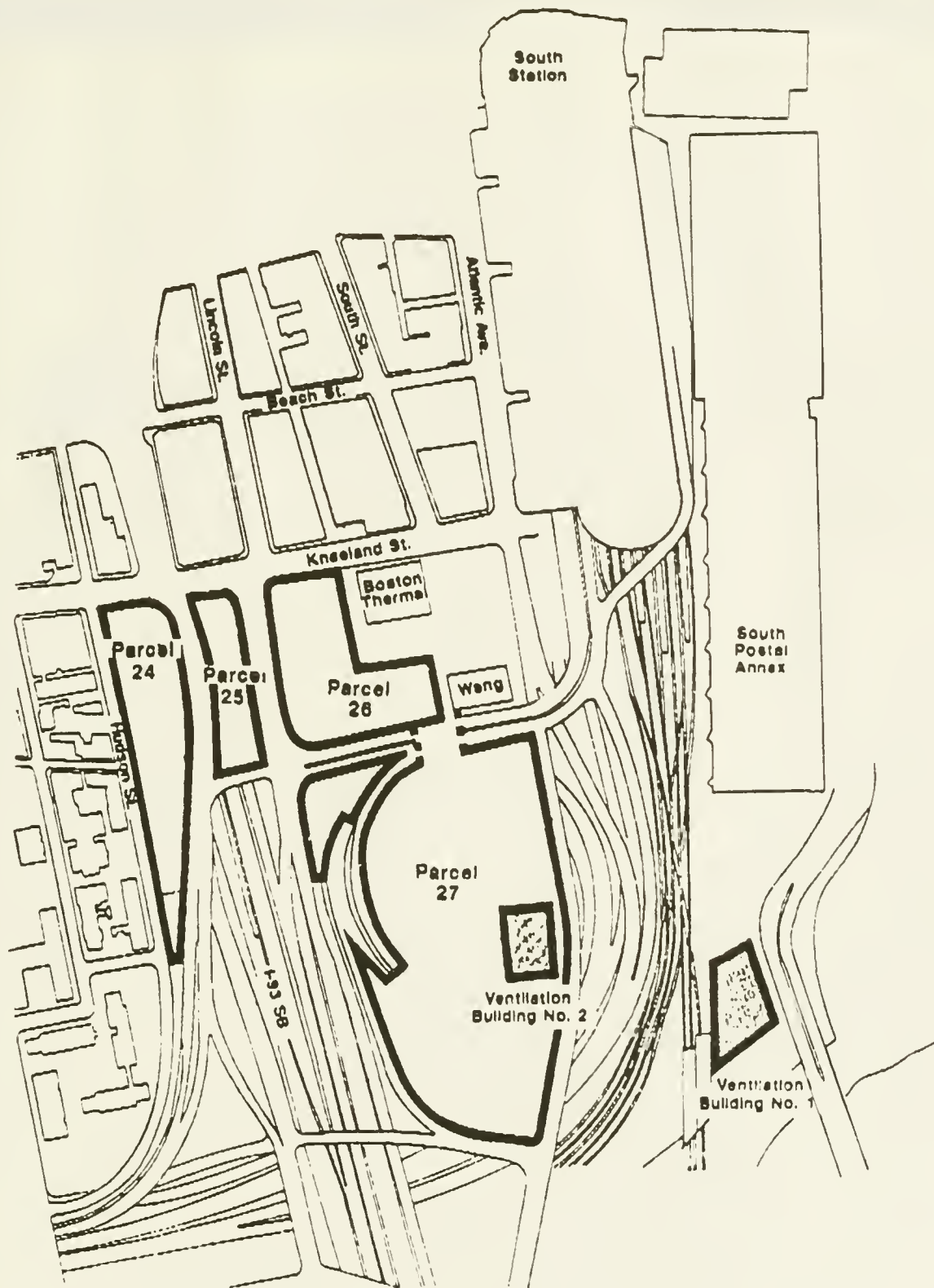
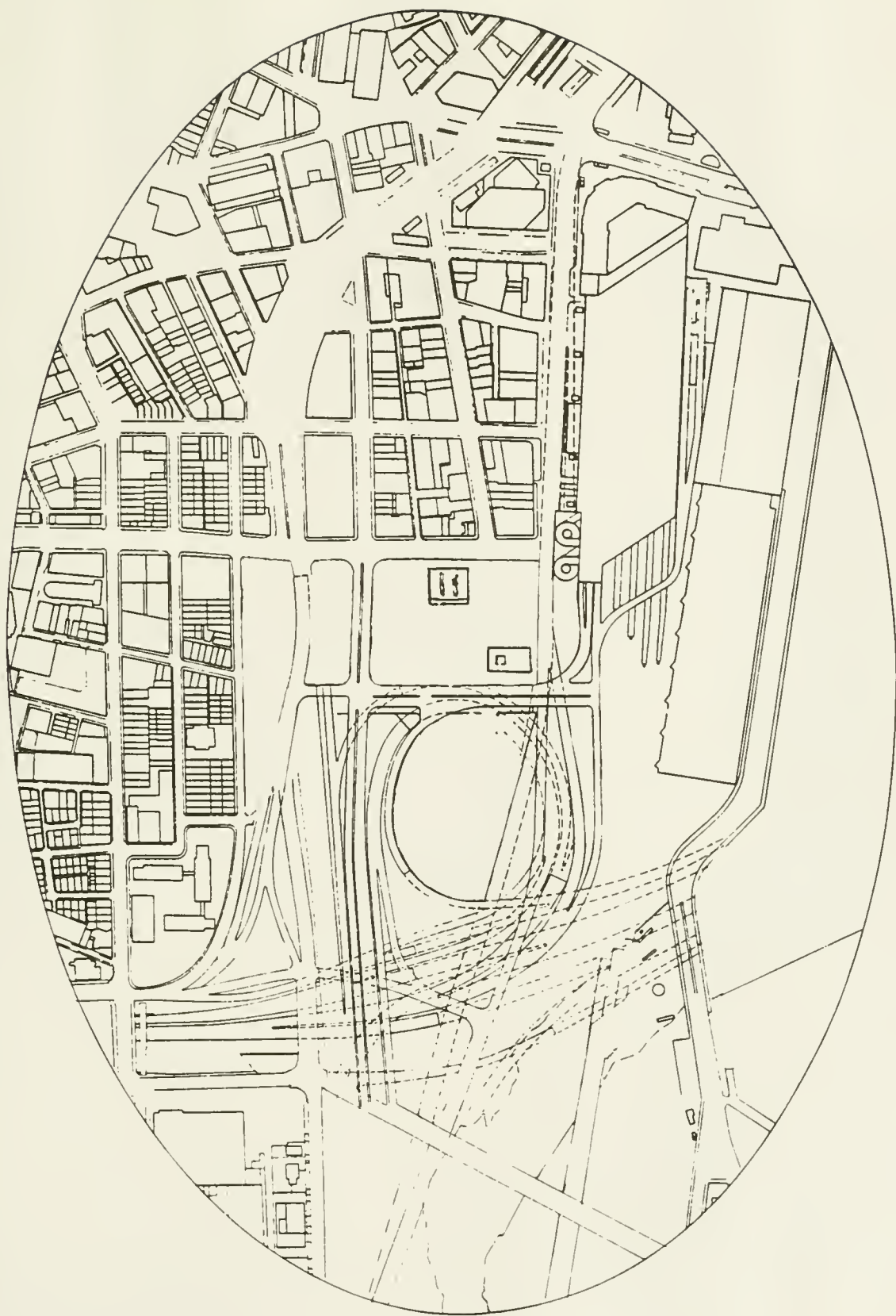
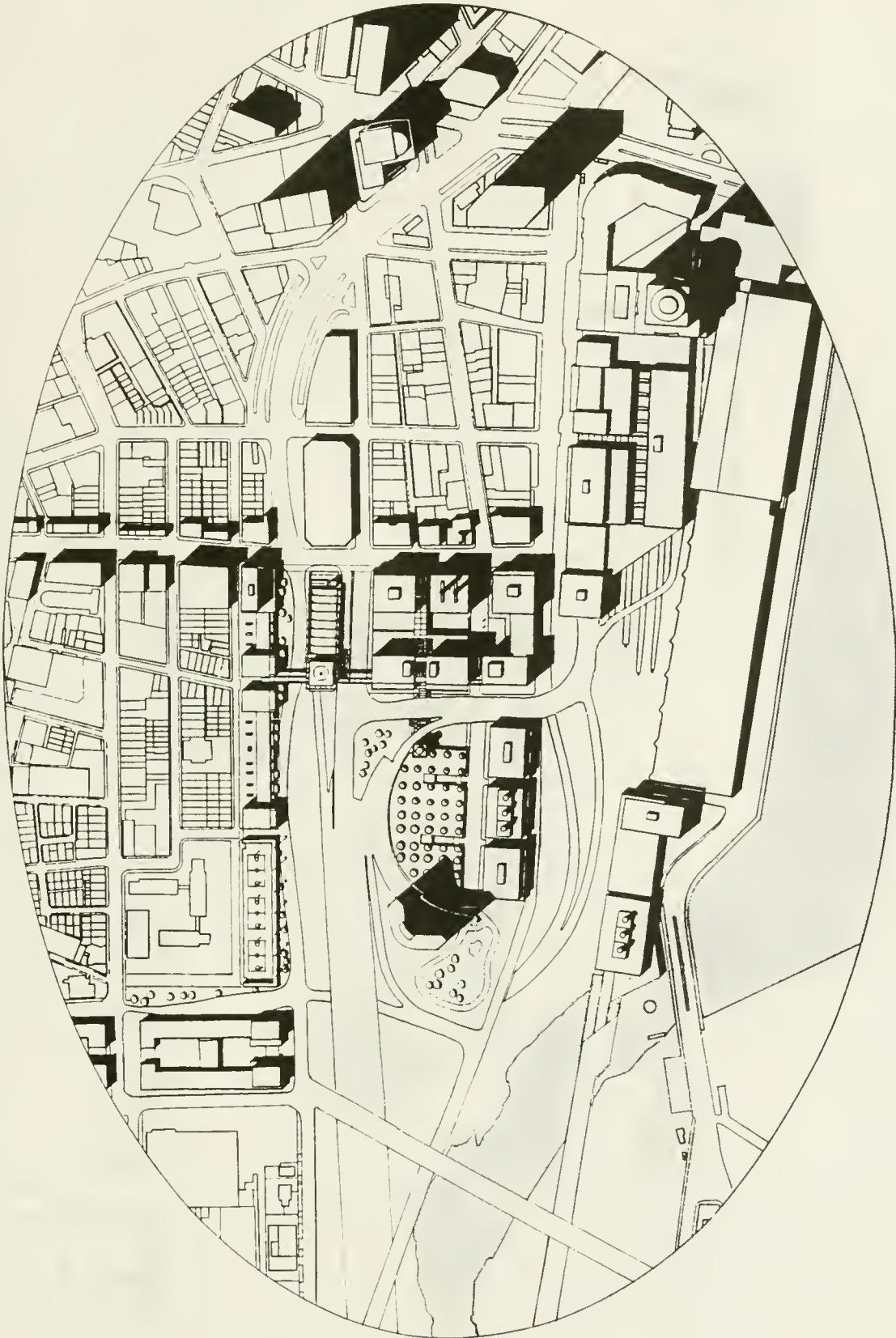


FIGURE 5.2.17 Newly Created Parcels In The I-93/I-90 Interchange Area

The Commonwealth of Massachusetts Department of Public Works
Central Artery (I-93)/Third Harbor Tunnel (I-90) Project
SUPPLEMENTAL EIS

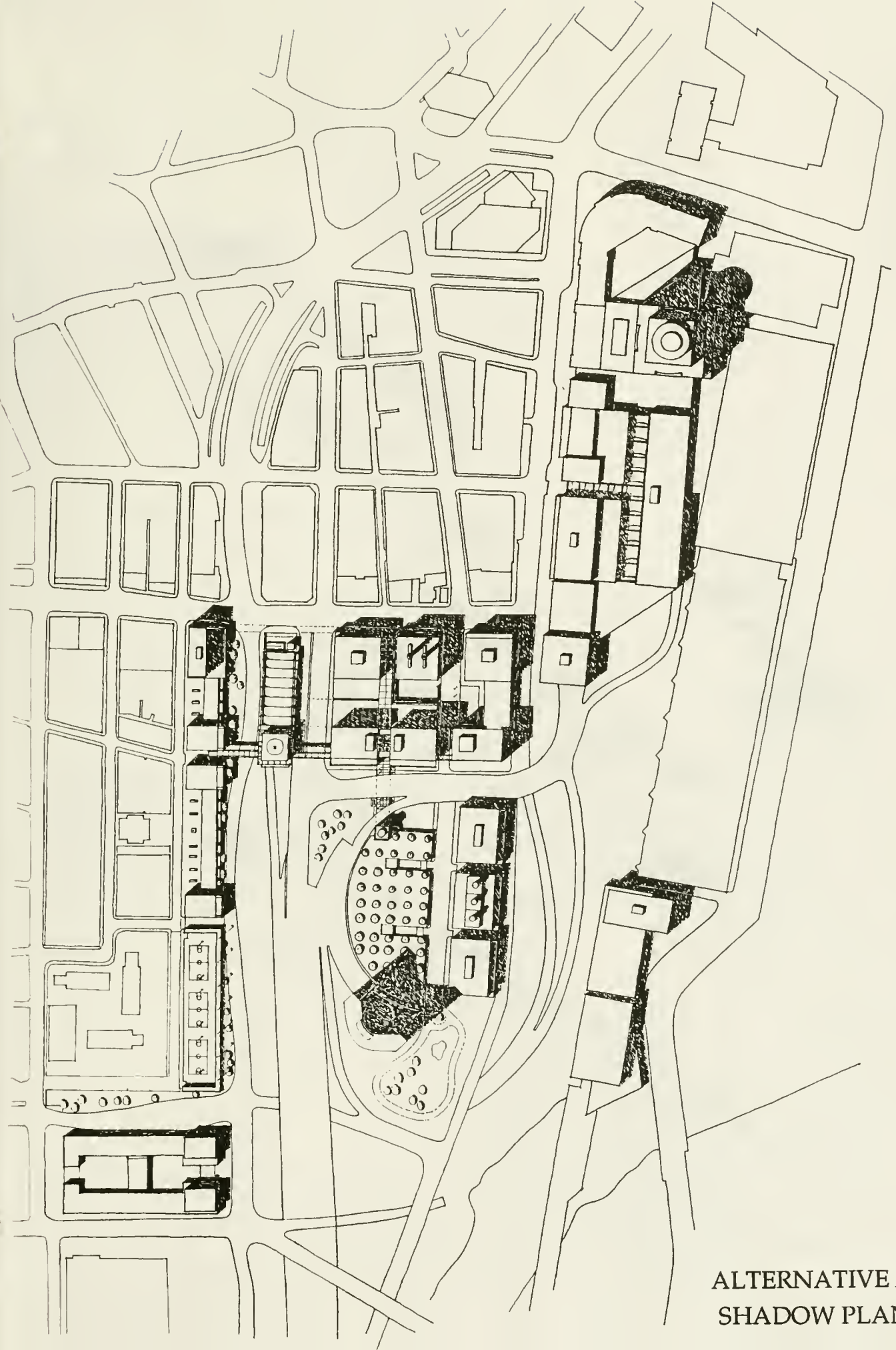


CONTEXT PLAN



ALTERNATIVE A
CONTEXT PLAN





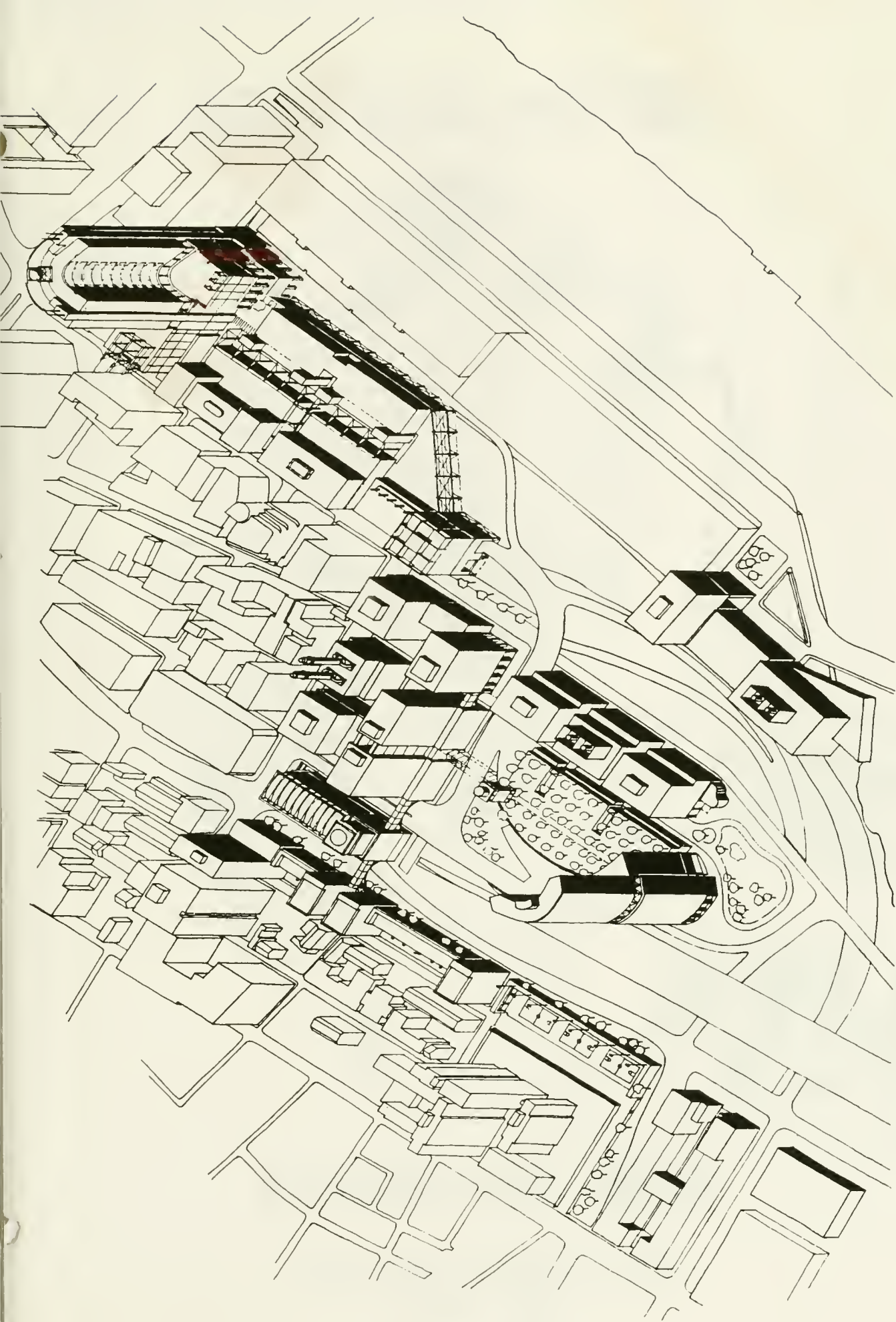
ALTERNATIVE A
SHADOW PLAN

ALTERNATIVE A
MASSING STUDY



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ALTERNATIVE A
MASSING STUDY





CENTRAL ARTERY



GATEWAY SITE

PRELIMINARY DESIGN STUDIES
ALTERNATIVE A

THE UNIVERSITY OF CHICAGO

LIBRARY

1911

1911



THE UNIVERSITY OF CHICAGO

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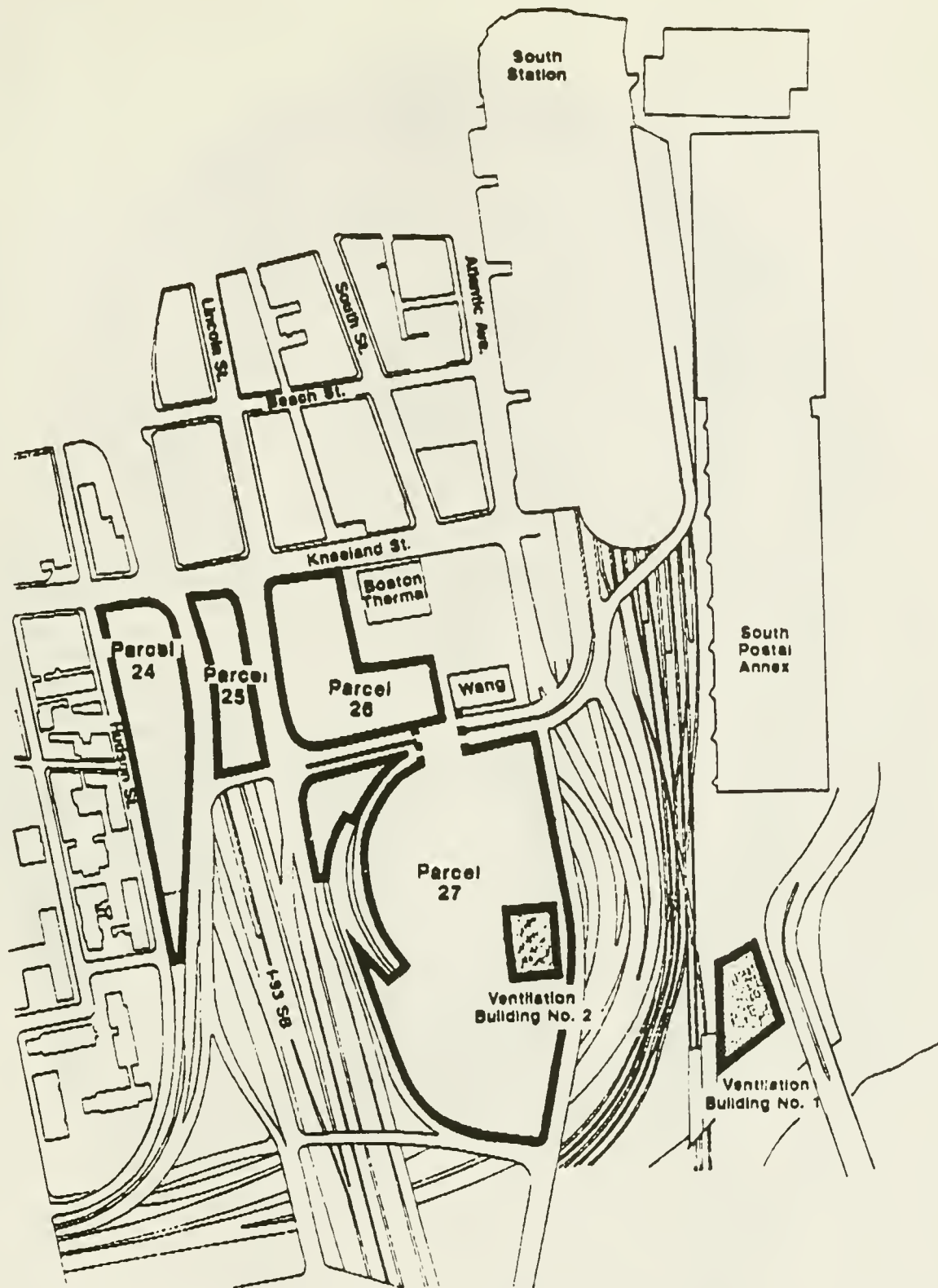
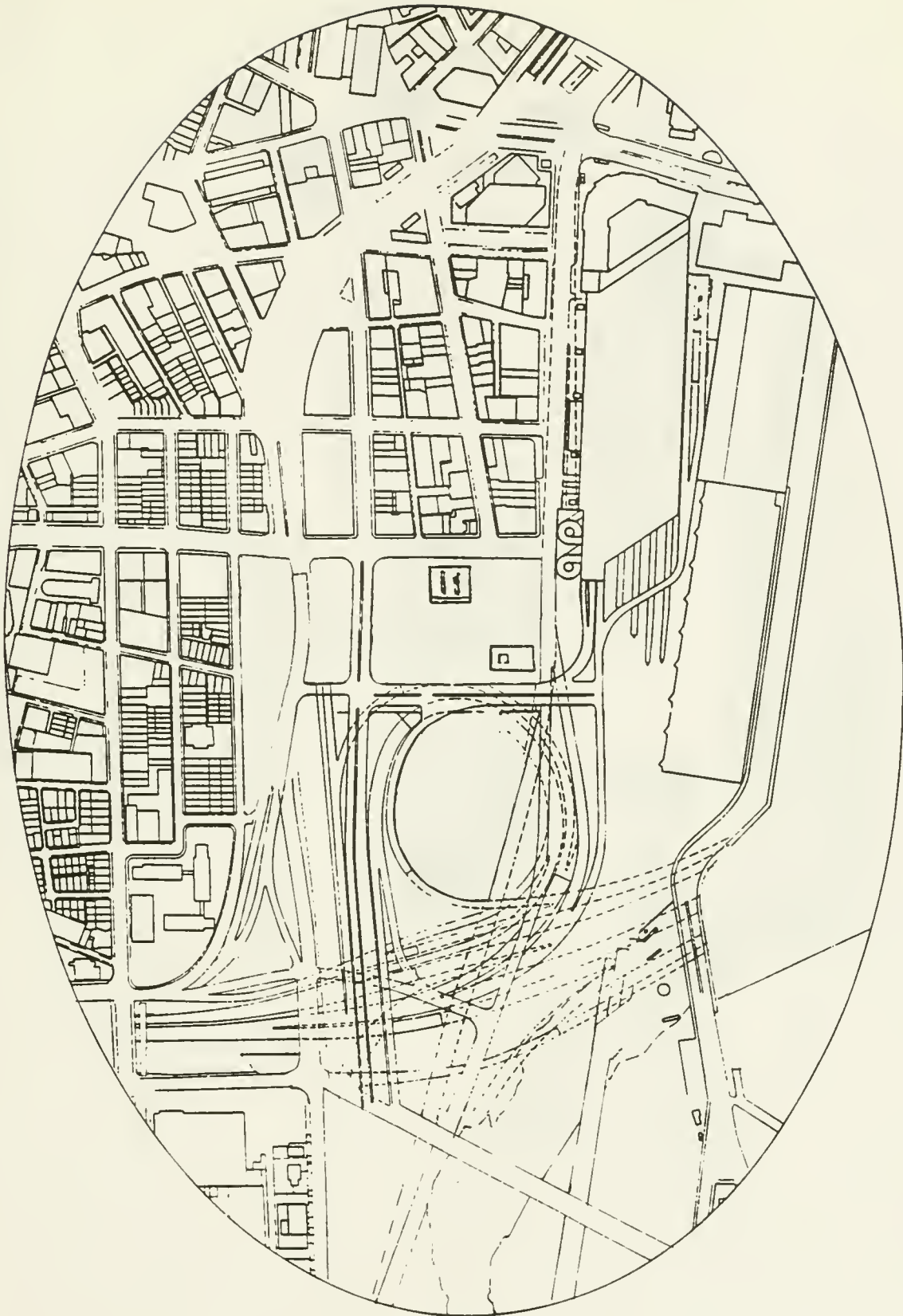


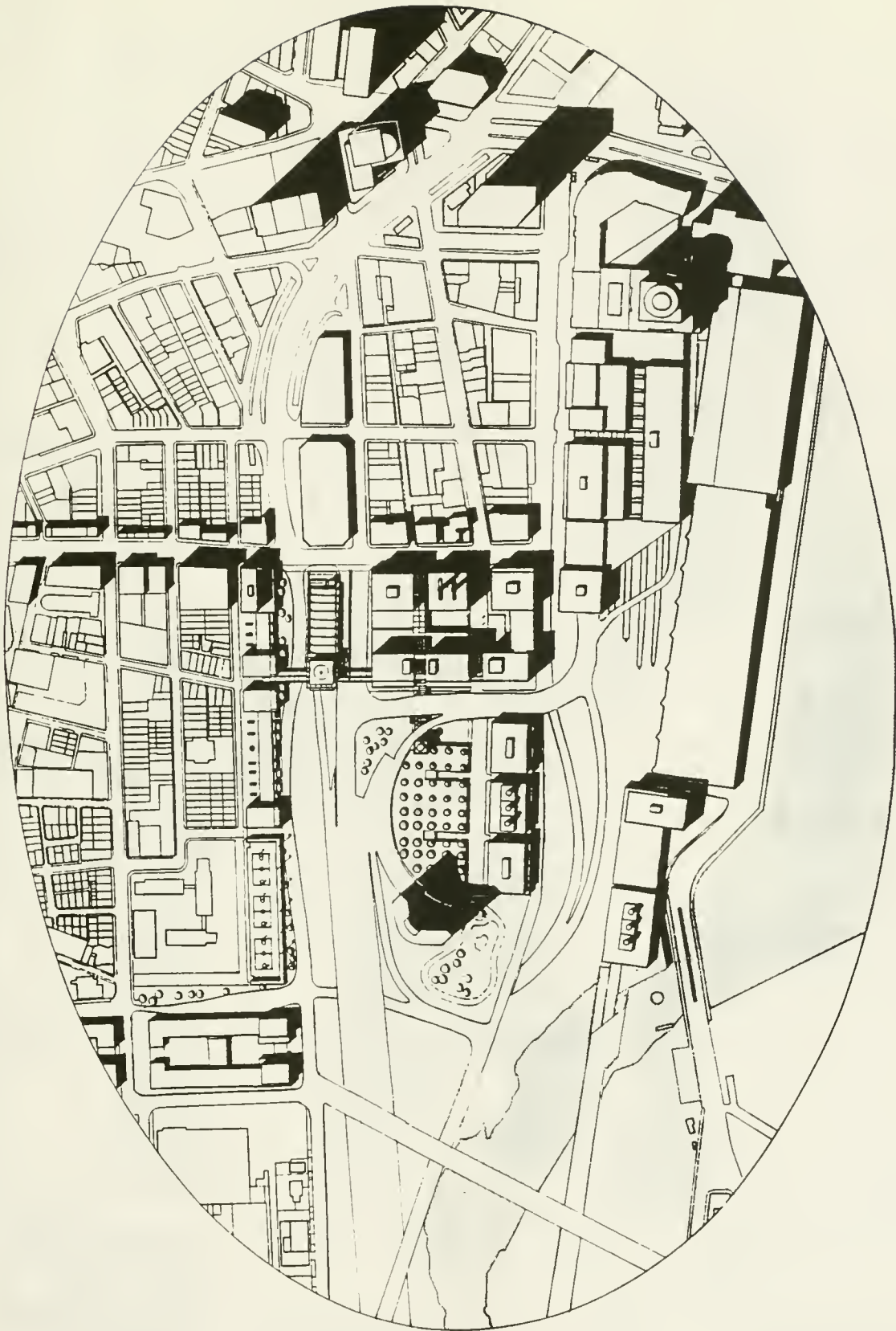
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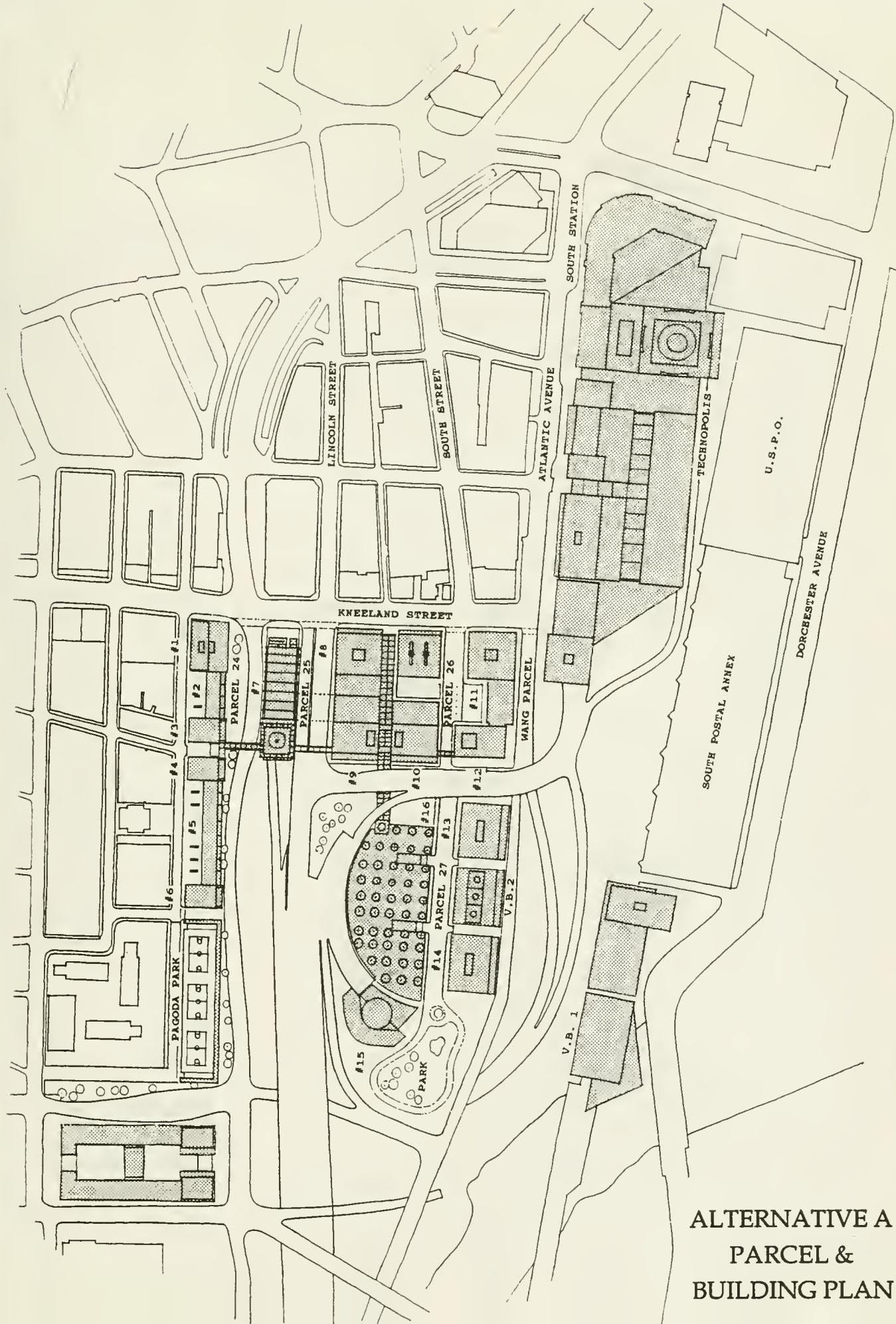




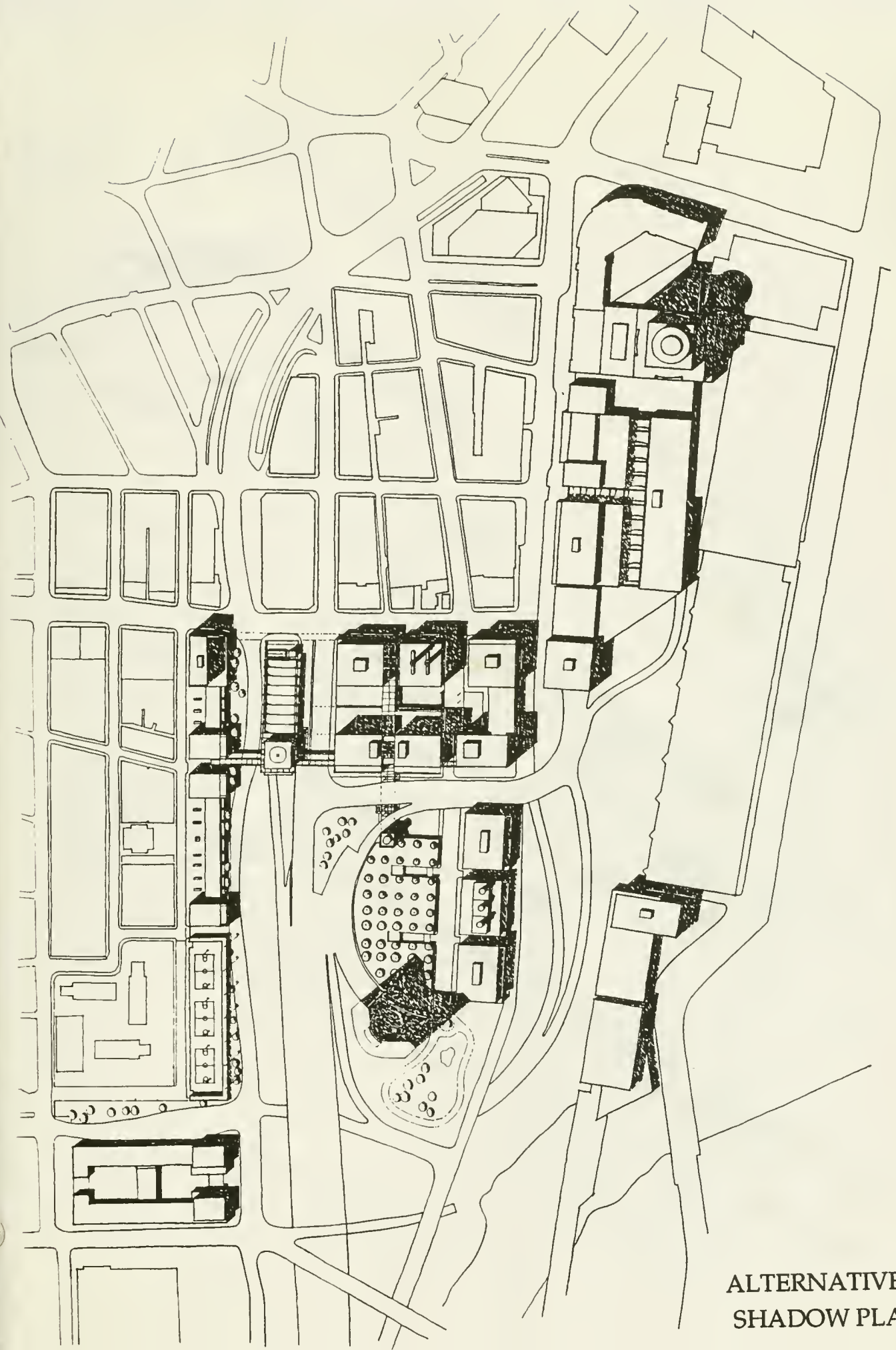
CONTEXT PLAN



ALTERNATIVE A
CONTEXT PLAN

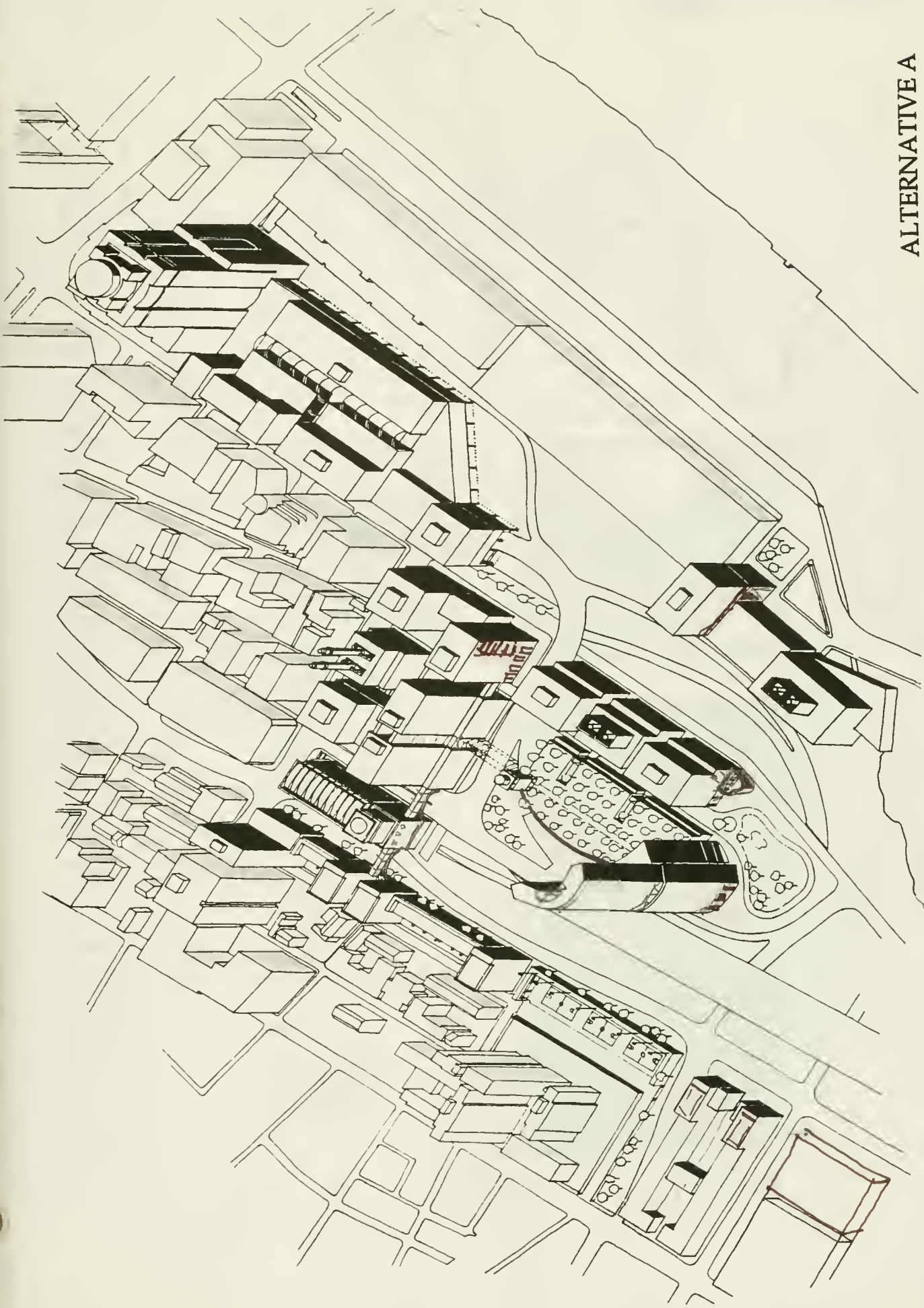


ALTERNATIVE A
PARCEL &
BUILDING PLAN

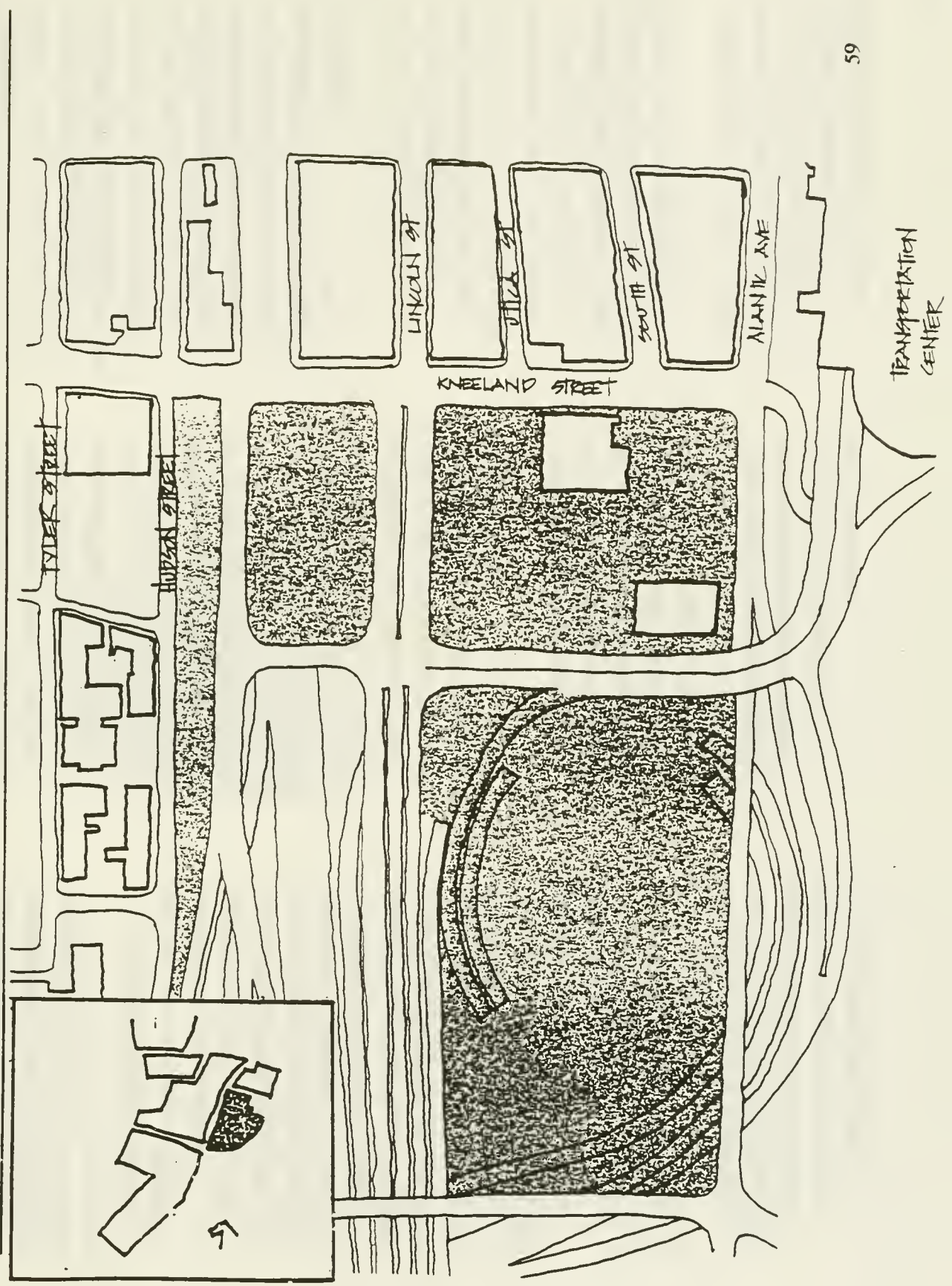


ALTERNATIVE A
SHADOW PLAN

ALTERNATIVE A
MASSING STUDY



CENTRAL ARTERY-GATEWAY SITE



A. VISION: Staking the Claim for Chinatown

The place in downtown Boston which offers the most exciting possibilities for Chinatown 2000 is a site which does not even yet exist as open developable land. Now, it is only a nest of highway ramps, a no-man's-land where the Wang building sits and the Boston Thermal Energy Plant steams.

But ten or 15 years from now, when the Central Artery/third harbor tunnel construction project is done, this 14-acre landmark site will stand: from the new block of land across the mouth of the Central Artery across to the new stretch of Atlantic Avenue, south from Kneeland Street to the curve of the railroad tracks.

The studio has named this site "the Gateway," because it could become both a monumental new entry to downtown Boston as well as a passage to Chinatown's economic

redevelopment.

Fourteen acres of contiguous land opening up at the foot of the downtown financial district, adjacent to the huge South Station redevelopment, without displacing anyone—the Gateway is obviously a unique site, impossible to assemble any other way than as a result of this highway project. Sitting at the intersection of the expressway and the Massachusetts Turnpike, the Gateway will be more accessible by car than any other downtown location; via the Pike, it will also connect directly to the new harbor tunnel to Logan Airport.

It will be a big enough parcel for almost any use or mix of uses: a whole new residential community, a high-rise hotel-office complex, a retail and wholesale market, a low-rise industrial park. Built high, its towers would command a majestic view in four directions. It will not take much for developers to recognize its potential.

However, Chinatown already has a unique historical claim to the site, and its potential to repair the neighborhood fabric torn during its traumatic land-use history.

The same public agencies which stripped away two edges of Chinatown are now overseeing these combined highway reconstruction projects. Some of these agencies are supported by the profits still accruing from eminent-domain takings from Chinatown and other Boston neighborhoods. Before the Gateway is sold to the highest bidder on the open market, these agencies—operating in the public trust, with public dollars—must now recognize that it is only right for Chinatown to stake a claim on the site, as restitution.

There are two ways in which Gateway could and should become an economic generator for Chinatown. First, the community should have site and development control, through a community-based nonprofit development arm specifically created for

owning, managing and controlling development on the Gateway.

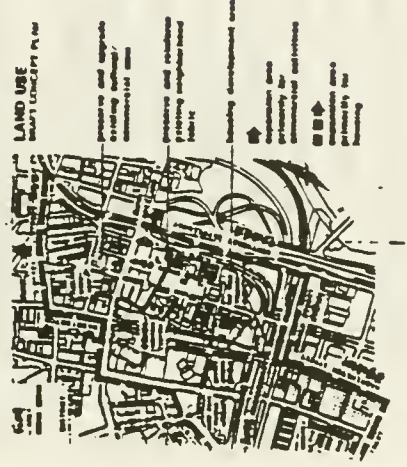
Then, the high market value of the site could cross-subsidize the space for neighborhood-based businesses, business services, job and language training, and other economic activities, both on the site and in core Chinatown.

If Chinatown is to fulfill the promise of the community-based master plan, reaching the goal of economic growth with neighborhood integrity, the Gateway is a critical place for the community. With no room to grow within its current boundaries, Chinatown needs the space and the base for a new direction in community-based economic development.

B. RELATIONSHIP TO THE DRAFT MASTER PLAN

This vision responds to the draft Chinatown master plan's specific

language about land use and community services as well as economic development. As outlined, the Gateway proposals would:



control over new development projects.

- Tap new funding from the public, private and foundation sector to improve, enlarge, and create community human-service programs (job and language training, child care, etc.), and
- Strengthen local businesses and diversify the neighborhood economy by creating new markets and broadening the types of businesses in Chinatown.

o Serve the future growth and vitality of the Chinatown community by:

1. Extending Chinatown's current boundaries to meet the challenge for new housing, businesses, jobs, services, and open space, and
2. Establishing community

C. THE GATEWAY TO NEIGHBORHOOD ECONOMIC DEVELOPMENT

For Chinatown to derive the greatest economic benefit from the Gateway,

there must be a clear emphasis on not just adding new blocks of restaurants and souvenir shops but:

- community ownership and management of the site,
- new neighborhood-based business opportunities (including employee-owned enterprises) and support services for them,
- appropriate job training and targeted placement, and
- subsidized space for community human-service agencies and providers.

The idea of using the Gateway's enormous market value to leverage other economic benefits for Chinatown builds logically on previous steps in the city's current linkage program. The Flynn administration has required large mixed-use developments to generate housing and

jobs linkage payments. Developers have had the choice of contributing to general housing funds or targeting their linkage payments to a specific housing-creation proposal.

The city has also asked developers to go beyond these strict payments and offer other community benefits. In the Midtown Cultural District, for example, developers will be expected to cover some of the costs of the cultural and other facilities in the first several floors of their buildings.

What is proposed here is a similar concept, where the highest-value, highest-income parts of the Gateway underwrite other uses within the site: economic generators which benefit Chinatown as a whole.

Economic Generators

Any development on the Gateway site should include some activities which provide a cross-benefit to existing Chinatown merchants, as well as the opportunity for new business ventures by local entrepreneurs and worker-owned enterprises.

Some of the functions which could work both to expand local economic opportunities and to offer replacement facilities for businesses that could move out of the core completely include:

1. The Asian Gateway Market

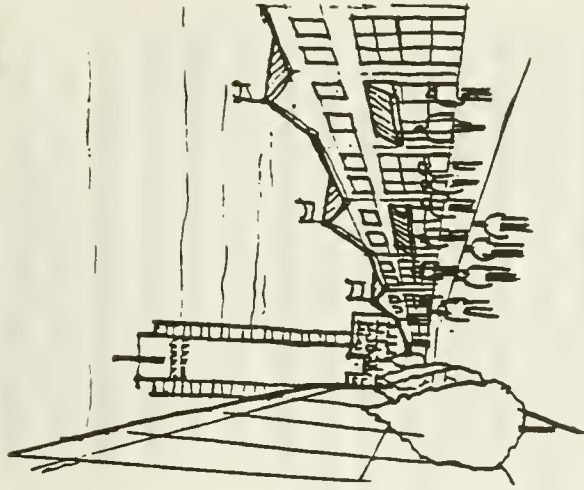
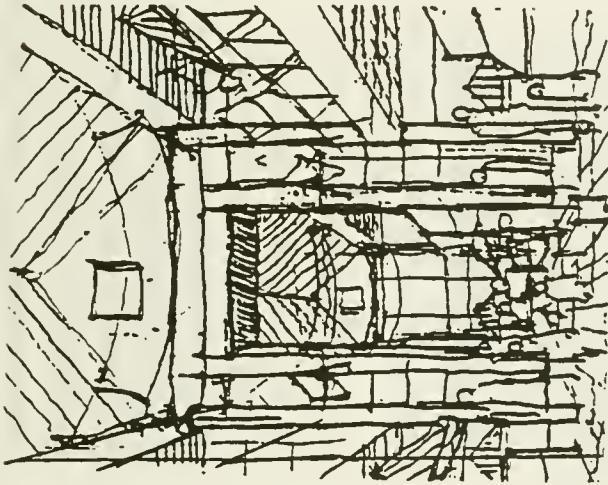
Chinatown's commercial base could be dramatically expanded by locating a new Asian-oriented marketplace on the new block above the Central Artery portal.

The portal would be a logical site for a new marketplace. It is within walking distance for residents and visitors of core Chinatown, and for daytime office workers.

While the experience of Faneuil Hall suggests that a marketplace could be successful in Boston, the Asian Gateway Market would be designed to be less formal and less expensive: on the scale of Beach Street and with the feel of an international bazaar. There are similar markets in other American cities, some in abandoned railway terminals or warehouses, with stalls selling everything from groceries to prepared food to clothing, jewelry, and other goods.

While an international marketplace might be attractive to local or national chains, it would be important to make sure that the Asian Gateway Market did not compete with core Chinatown's commercial life, but rather expanded it. Existing Chinatown enterprises could be protected by forming a consortium; membership could allow a discount rate for leasing and other support services.

Depending on the number of businesses, the marketplace could occupy several floors. Above that,



however, would be a prime location for community agencies and a childcare center, whose costs could be subsidized from the market or other Gateway activities.

Whatever is built over the portal will command attention in a dramatic way from both the Central Artery and the Surface Artery. It should be built as a monument celebrating the continued presence of Chinatown.

2. The Chinatown/Gateway Wholesale Market

The Chinatown wholesalers who now serve a metropolitan market from their core Chinatown locations could form a consortium and relocate on the Gateway site.

The Gateway would offer easy access from the highway system and from the new Atlantic Avenue, relieving the narrow congested

streets of the core from the traffic now associated with the scattered wholesalers.

The consortium could also protect the existing Chinatown wholesalers from being overshadowed by other wholesalers who might want to join them on the new Gateway site. Consortium members could be eligible for a discount rate for leasing space in the new market.

3. The Chinatown/Gateway Industrial Collaborative

The Chinatown food-processing industry — the noodle factories, fish processors, and others — could relocate their activities jointly in an appropriate section of the Gateway site reserved for their use.

These replacement facilities could provide an alternative for the businesses now in the core which are often incompatible with their residential neighbors and which are at risk of being priced out of their current quarters. Also, as in the case of the

wholesale market, a Gateway location would be convenient for customers and still effectively remove truck traffic from the core area.

D. DEVELOPMENT OPTIONS

A Note on Technical Data

Any development in the Gateway site will require extensive site preparation. The site today is overrun by an assortment of ramps and surface roads. With new technological advances made in transportation planning and highway design, this "spaghetti" can be re-aligned or buried, leaving the surface area for construction. Almost 14 acres will be restored.

In addition, to support a housing or mixed-use project, a platform would have to be built over the base of the main site and one of the exit ramps. A platform here supported by piles would cost at least \$67 million, based on Copley Place figures.

The Central Artery portal (where the highway enters the Dewey Square tunnel) will be extended south from Kneeland Street 375 feet, making that block buildable as well. The off-ramp along the basketball court at Pagoda Park will be lined up with Lincoln Street; the Mass. Pike on-ramp from Kneeland Street is lined up with the Surface Artery.

As part of the preliminary design, the existing city grid continues through the site.

(The entrance to the Mass. Pike will also be moved away from Hudson Street by 50 to 70 feet, creating a new sliver parcel along that side of the narrow residential way. The design for that parcel is considered within the housing proposal in Chapter 2, "Housing," page —.

While Hudson Street is adjacent to the Central Artery portal, the Mass. Pike on-ramp interrupts and real continuity with the rest of the Gateway site. It seems more appropriate to consider it as part of the residen-

tial core neighborhood.

Similarly, the studio has not tried to restore Pagoda Park as a neighborhood recreational facility elsewhere on Kneeland Street or within the Gateway site. If the Gateway were to be developed as a primarily residential area, it would demand an active recreational park. However, unless a section of the new Central Artery portal cover were to be set aside for a park replacement, it also seems more appropriate to find a core site for a new Pagoda Park.)

One key to developing the Gateway site is to see the bowl-shaped parcel in layers. Its lowest floors — which will be below grade — could be used for the mechanicals, loading docks, storage and parking. It would also offer easy access for enterprises oriented to pick-up and delivery, such as the centralized wholesale market for Chinatown. The highest floors will have an increasingly impressive view, and can be mar-

keted accordingly, as office, hotel, or restaurant/function space.

In between, there is plenty of room for the less expensive research-and-development or back-office space, as well as the business-incubation and job/language training facilities.

In each case, development would be phased to allow for design changes and so that each piece of development can help finance the next.

Although it is the southern tip of the Gateway which will probably offer the highest return over the life of the project, it will probably not be the first part of the site to be developed. Initially, the Gateway must become identifiable as a new location on the map of downtown Boston, and identified as a destination beyond the South Station redevelopment and the Leather District.

Because the Wang computer company already owns the building and a significant chunk of the surrounding property, that corner of the Gateway

would be the most likely for early development, together with retail along the Kneeland Street edge.

It would also be important to put the Asian Gateway Market on the portal area at an early stage; the key corner at the other end of the Gateway, it can also begin to act as a magnet, attracting new foot traffic across Kneeland Street and the Surface Artery.

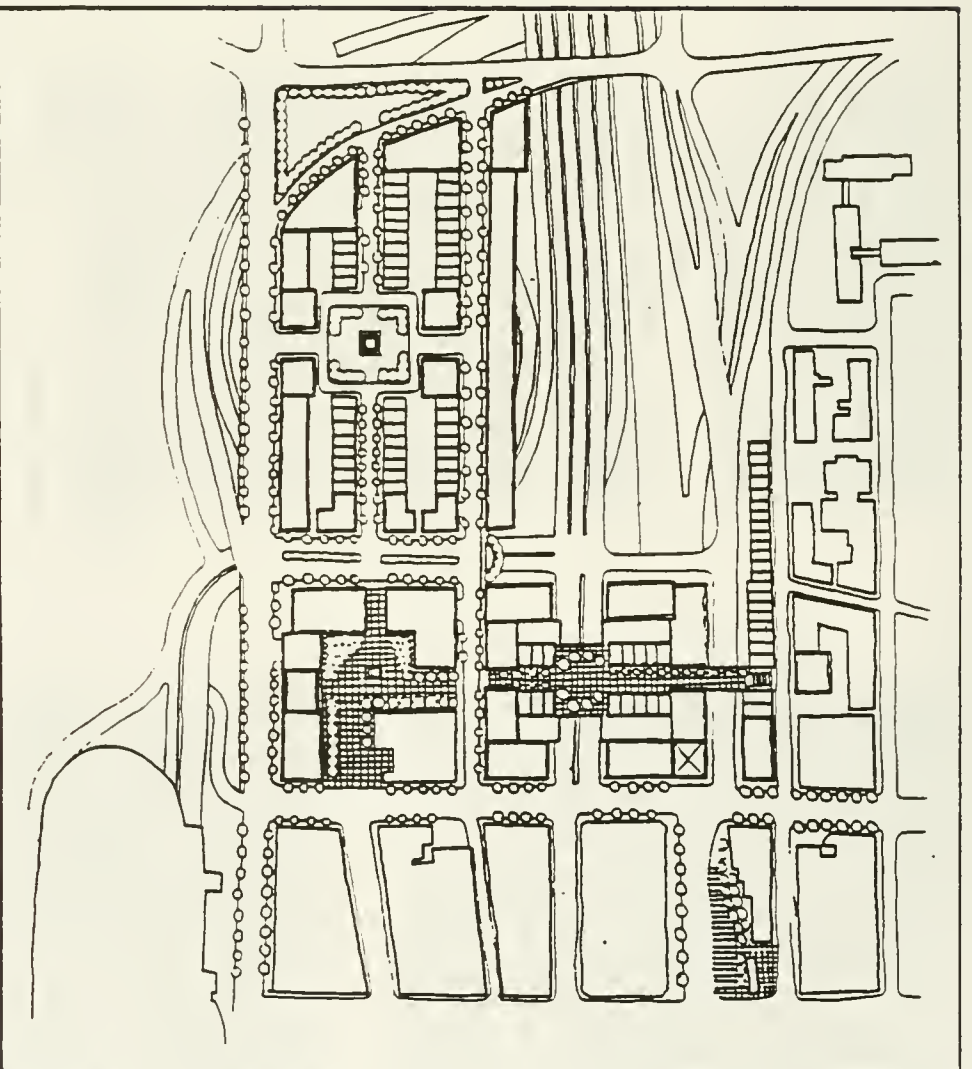
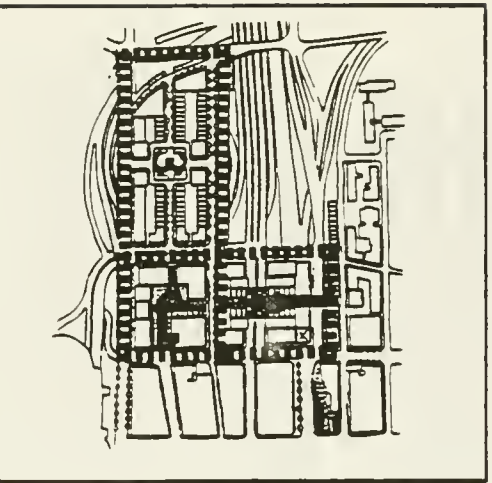
Computer Modeling

To test the potential of the Gateway site, we ran computer models for a variety of development options, including predominantly residential or industrial designs. We also measured the potential results of three alternate mixed-use designs. The appendices contain full descriptions of the estimated jobs and other important data associated with each option (see Appendix).

Housing

Housing was tested at low (FAR 2) and moderate (FAR 5) densities, resulting in total numbers of units ranging from 337 to 1000. Because of the high costs of building on the complex site, any housing on the site would require high-end development as well, so this model includes 20,000 square feet of retail and 300,000 square feet of office space. A 2000-car parking garage for both residents and commuters would connect directly to the new highway system.

Development Phases

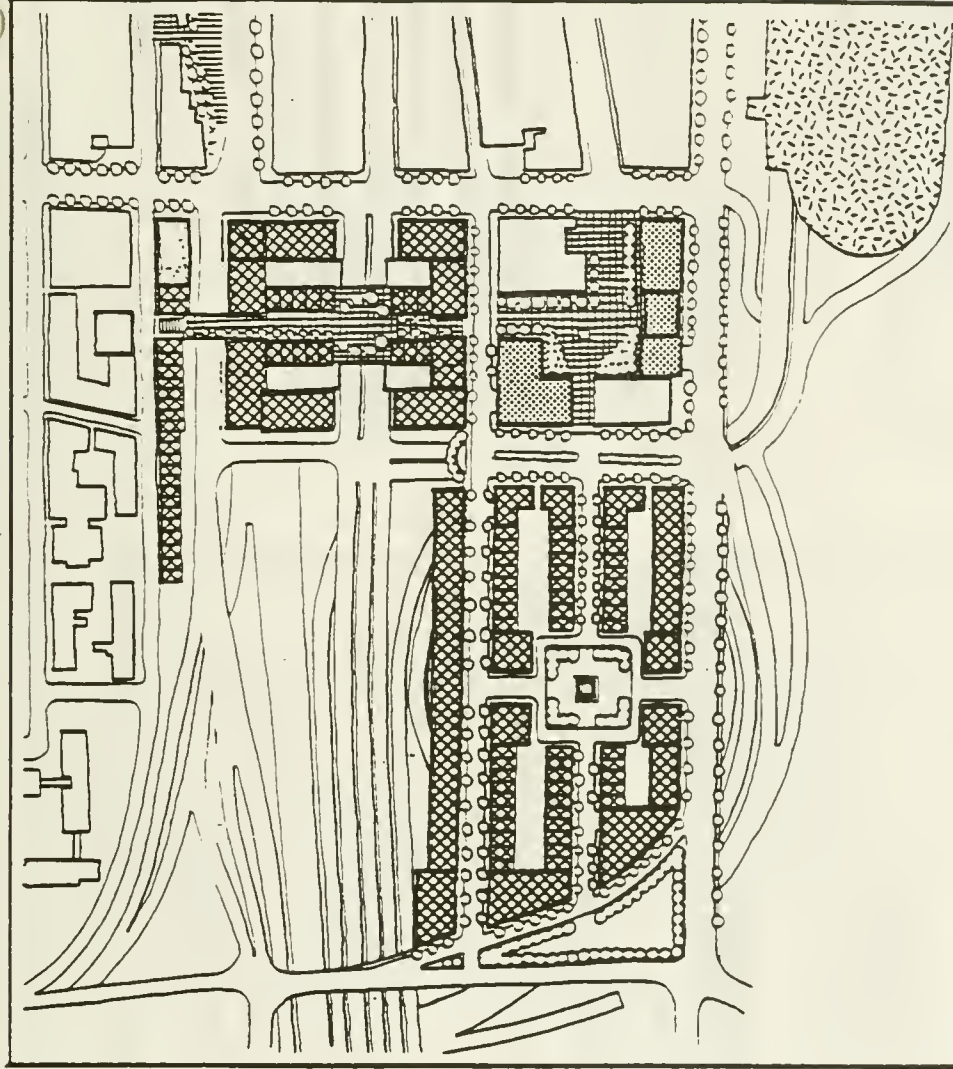


SITE PLAN







The architectural character of the housing would be patterned after the South End, maintaining continuity with the brick rowhouses of Chinatown as well. A central plaza would contain retail for the local residents as well as open space for them and other users.

The number of affordable, moderate-rate, and market-rate units would be based on the South End Neighborhood Housing Initiative (SENI) model, which designates one-third of a development project to fall in each price range.

The development cost for a 1.5 million-square-foot scheme with 1000 housing units is estimated at \$500 million.



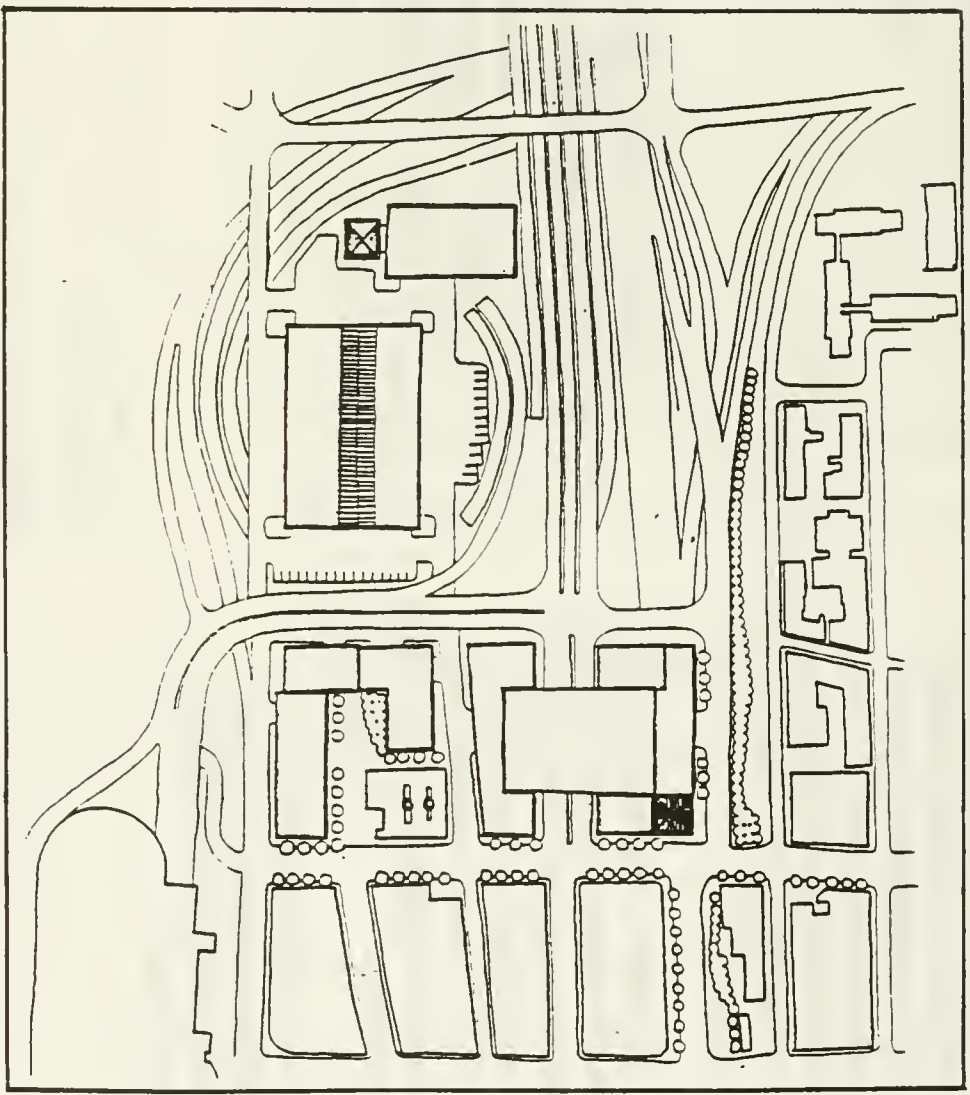
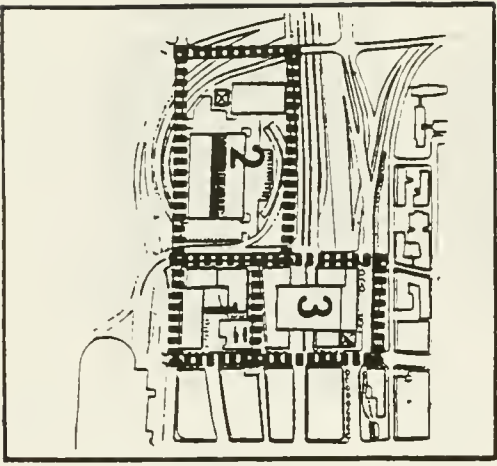
HOUSING LAND USE

	Community Space		Retail
	Housing		Parking
	Open Space		Office Space

Industry

Although this plan emphasizes industry, a significant amount of office space is included in this preliminary analysis to help support the estimated \$500 million development costs. Since industrial space commands a much lower price than

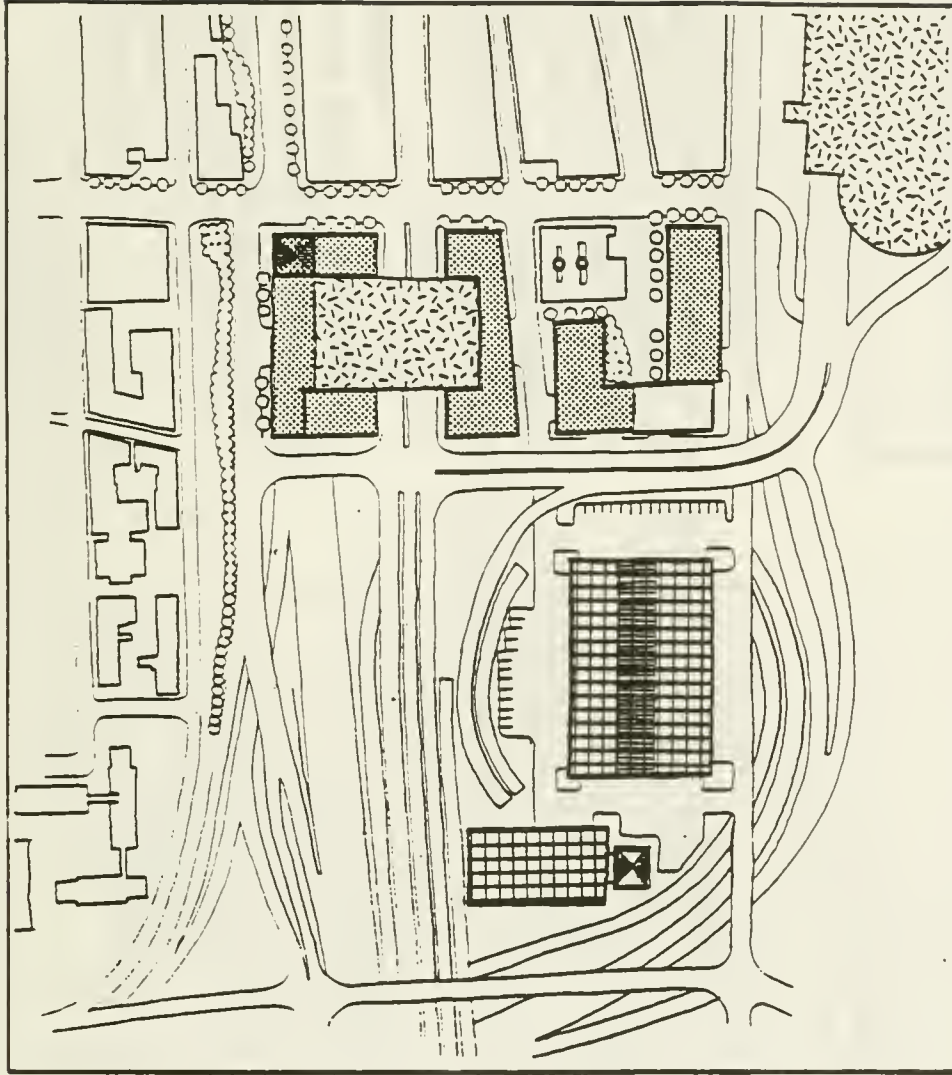
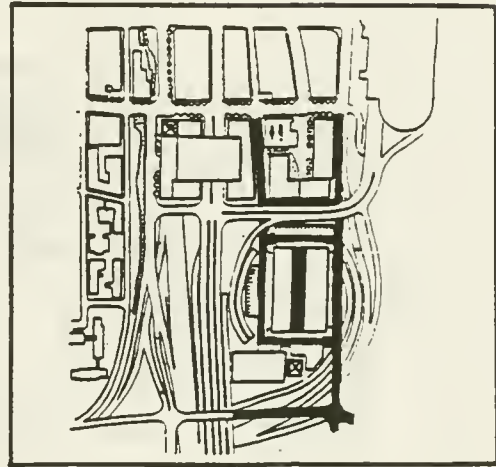
Development phases






SITE PLAN



housing or commercial space, one million square feet of office space would be needed to support 400,000 square feet for light-industry development. A smaller garage, for 600 cars, and 30,000 square feet of retail along Kneeland Street, complete the sketch for this concept. No housing was included.

Transportation



INDUSTRY LAND USE

-  Industrial/Wholesale
-  Open Space
-  Retail

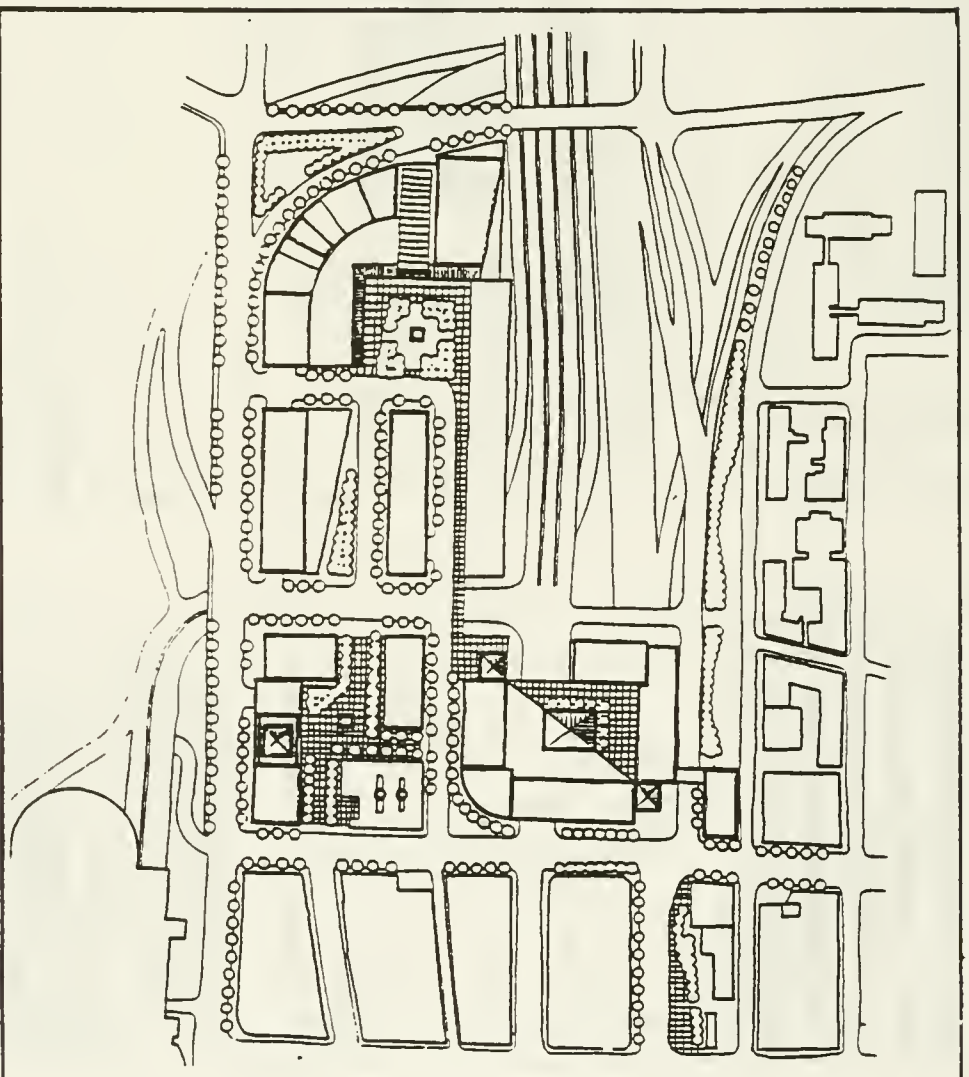
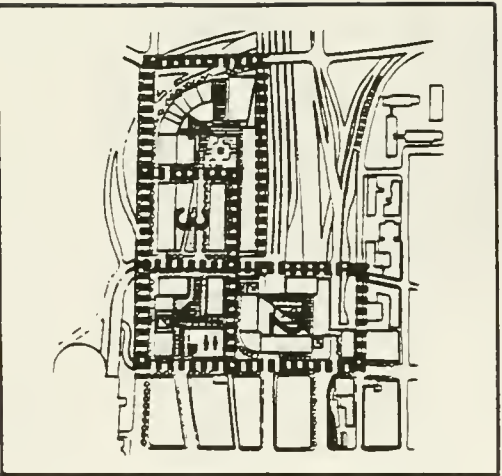
-  Parking
-  Office Space

Mixed Use

There is room on the Gateway site for a whole range of uses: a combination of office, retail and wholesale outlets, parking, light industry, and housing.

The design outlined here includes a 300-room hotel, 2 million square feet of office space, 500,000 square feet of retail space, 80,000 square feet of wholesale space, 300 housing units, 100,000 square feet of community space and a 2000-car garage.

Development phases

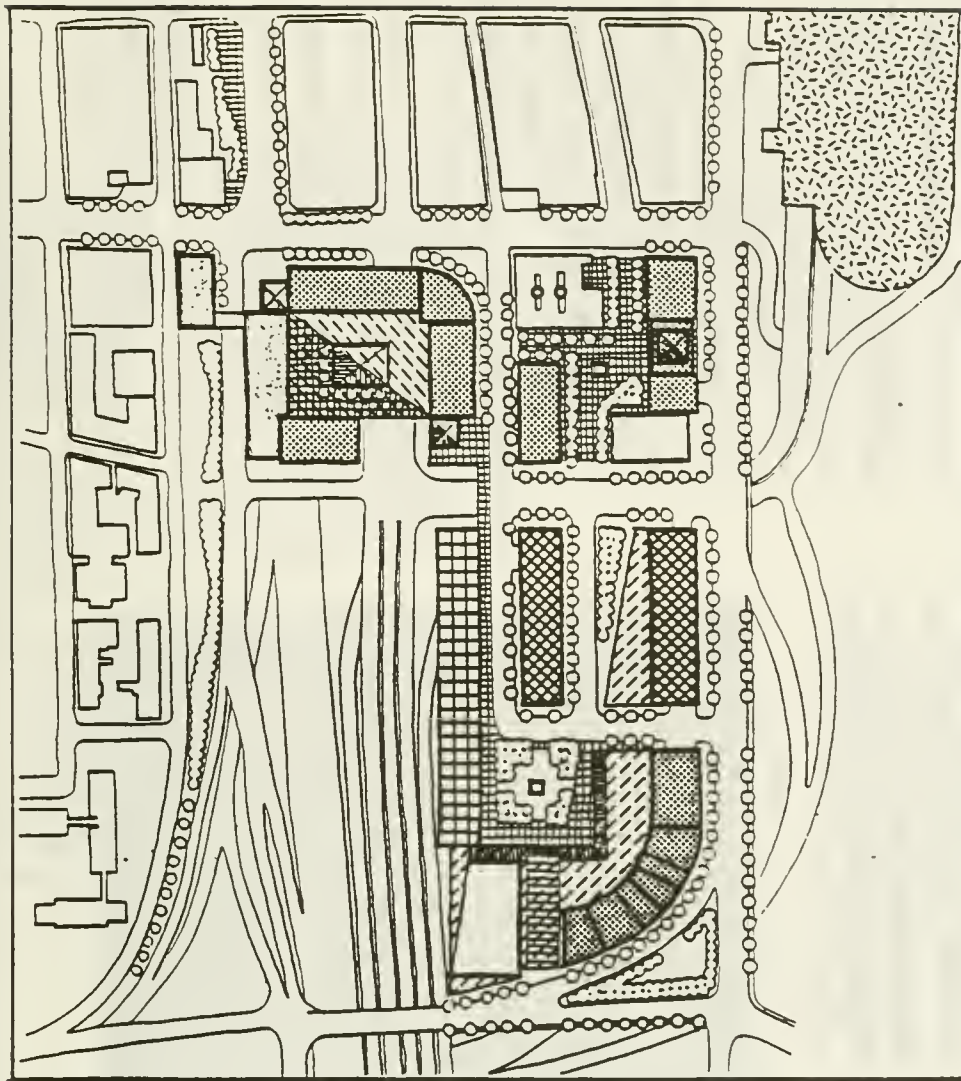
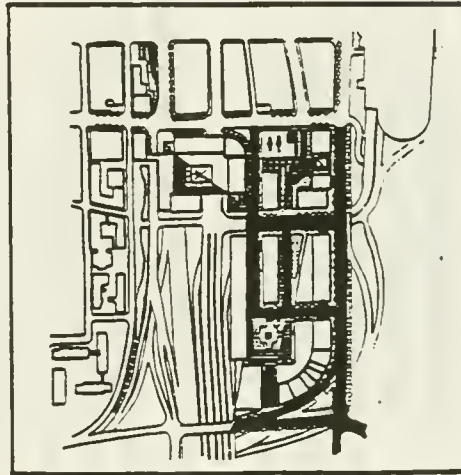


SITE PLAN

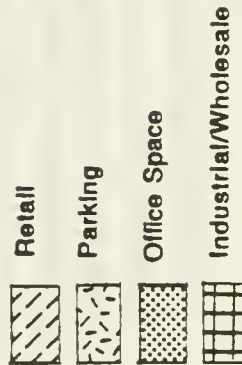
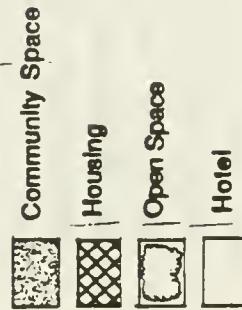
Recommendation

A balanced mixed-use development scheme appears, at this preliminary conceptual stage, to best meet the objectives of the Chinatown Community Plan. With housing and open space, it offers the possibility for an extension of the Chinatown neighborhood. It also has the greatest potential for job creation: according to the computer model, it would produce up to twice as many jobs on the site, half of them in the service sector. It also allows commercial-market expansion, and other economic generators for Chinatown.

Transportation



MIX-USE LAND USE



E. SITE CONTROL AND DEVELOPMENT CONTROL

For Chinatown to get either site control or development control of the Gateway will require the endorsement of the Massachusetts Turnpike Authority (MTA), which currently owns the property and has discretion over its sale or use. Site control would mean that some community development arm is designated as sole or primary developer of the Gateway. Development control means that Chinatown sets the criteria for Gateway development: what will go there and how Chinatown's goals will be realized through those plans.

For Chinatown to exercise site or development control would take a lobbying effort to get the MTA to sign a binding agreement, or at least a "memorandum of understanding," which sets out the groundrules for the Gateway.



For example, in the case of Copley Place, the MTA and the development team signed a six-month "memorandum of understanding," which held

up any other bids on the site while a final long-term lease was negotiated with community representatives.

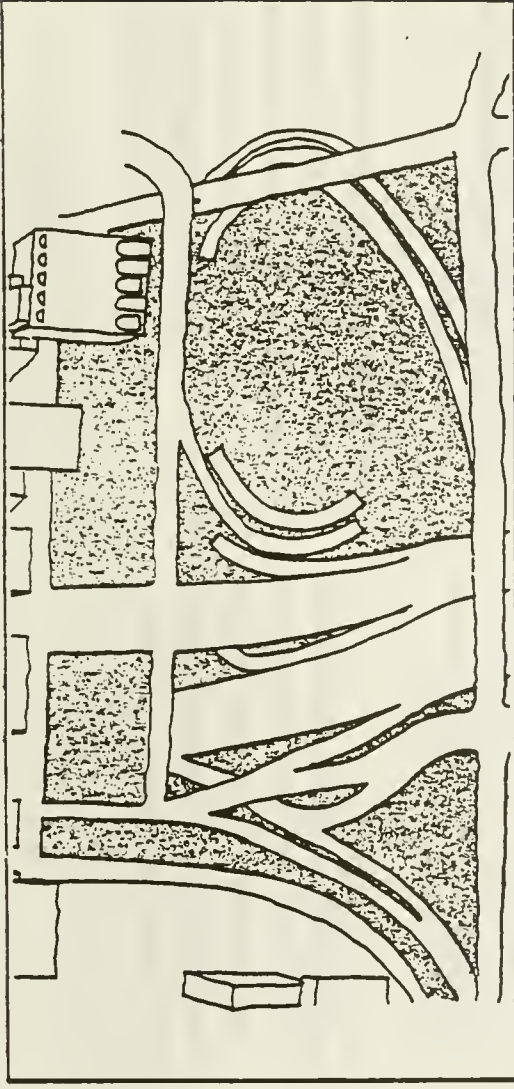
However, that memorandum was not written until after private developers had already submitted their bids for Copley Place development. China-

town would be trying to shape the Gateway project at an even earlier point in its planning process.

There are several other decision points in the planning process for a large, publicly-owned site such as the gateway when Chinatown can and should have an opportunity to shape the Gateway's future.

1. Environmental Review: Under state law, the MTA must conduct an environmental impact review (EIR) before a development lease can be signed. There are two important documents in the environmental review process which will ultimately define the parameters of the Gateway project: the "scope of work" within the EIR and the draft EIR itself. These represent important opportunities for the community to make detailed comments and recommendations.

2. Contract Monitoring: In addition, since the state Department of Public Works is the official recipient of the federal highway funds, the MTA is likely to have to give DPW control of the property, at least temporarily. When the construction is finished, the site will probably be returned to the MTA. The contracts and deed transfers, while nominal in nature, should be monitored by the community, for opportunities to anchor Chinatown's claim, and to prevent other claims from being quietly



staked instead.

3. Understanding the City's Role:

The city's formal role is a matter of some debate. The current BRA administration has claimed zoning control of state-owned property, if the land is not being used specifically for the mandated purposes of that agency. Once the Gateway site is no longer used for highway purposes, the city is likely to argue that the site reverts to the city's supervision. The BRA has, in fact, included the Gateway site within the bounds of its new downtown zoning district.

State agencies have already sparred with the city over this issue, arguing that state law clearly exempts them from municipal zoning control. The BRA has been equally firm in its argument that it controls surface development in Boston: for example, that the city will determine what will go above the Central Artery after it is rebuilt underground and the elevated structure torn down. On such a large and strategic site as the Gateway, it is likely that whoever is in the city administration in a decade will try to use whatever land-use tool there is at hand to exert some at least some control

F. NEXT STEPS

It is important for Chinatown to begin to establish an unshakable claim on the Gateway, and then undertake a full analysis of the site's possible development schemes.

Therefore, the CNC should immediately:

- Approach the state for a binding agreement that gives Chinatown site and development control of the Gateway.

- Negotiate with the state for engineering improvements to the Gateway site:

1. To re-design the ramp which the maps now show breaking through the surface of the site, to maximize the usable space, and

2. To complete site preparation before the parcel is turned over, absorbing the cost as part of the overall highway project.

- Begin exploring development options, prospective financing, and potential partnerships, including the possibilities for on-site cross-subsidies for neighborhood-based enterprises

- Find the resources to get technical assistance on:

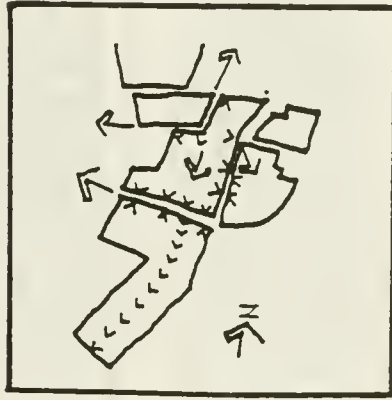
1. getting site control,
2. defining development criteria,

and

3. designing a model for a new "Gateway" Community Development Corporation.



CONNECTIONS



VISION

The vision of a connected Chinatown has two overall goals:

- 1) To connect Chinatown to the rest of the city
- 2) To maintain the "flavor" of Chinatown.

This vision is of an environment whose social and cultural identity is coherently reflected in its physical incarnation, of a neighborhood scaled to its community,

with a sense of continuity and identity throughout.

Our vision understands that Chinatown is a neighborhood and a community; bricks and mortar, and hearts and minds. The security, comfort and sense of belonging of the Asian population are created both politically and physically, through community organizations and the quality of the environment.

RELATIONSHIP TO MASTER PLAN

"Connections" responds to items from each of the five sections of the Draft Chinatown master plan: Land Use, Community Services, Business and Economic Development, Housing, Transportation and Traffic.

The Land Use section of the master plan advocates the maintenance, preservation and expansion of Chinatown's cultural and neighborhood characteristics. This analysis of Chinatown suggests ways to reinforce its identity as it expands. Names, symbols, signs, contextual activities, people, and goods and products which are particular to a place give it identity.

The master plan for Community Services calls for improved awareness and use of community programs and facilities, and their expansion and improvement. We recommend an Information Center, and Radio and Cable TV stations as "communications connectors" as a response to this need.

The master plan for Business and Economic Development calls for the improved public image and physical appearance of Chinatown and of the expansion of Chinatown into neighboring areas. We recommend the design of physical "connections" to reinforce the Plan's calls.

The physical image resulting from well designed connections will reinforce

Chinatown's presence in Boston. Sharing these concerns will help to unite the community and reinforce a sense of pride and home.

The Draft Chinatown master plan for Housing has the goal of preserving and increasing the affordable and subsidized housing supply for Chinatown. New housing and housing in new areas must be connected back to existing Chinatown. Community housing requires a neighborhood environment and those vital supporting services that improve the quality life.

The master plan for Transportation and Traffic aims to strengthen the connections within the neighborhood and with abutting districts; to upgrade the pedestrian environment; and to improve traffic circulation in Chinatown. We examine the aspects that make up the environment, learning from and taking the best of what exists in order to reinforce it and to connect it with the surrounding environment.

LINKS AND CONNECTIONS

Links and connections refer to both physical and psychological factors that make up the fabric of a neighborhood and its transition to adjoining quarters of the city. Signs, symbols, icons and activities are examples of these clues. To answer the question "What is Chinatown?", it is necessary to explore both the physical and the political relationships that exist in constituting a community and a neighborhood.

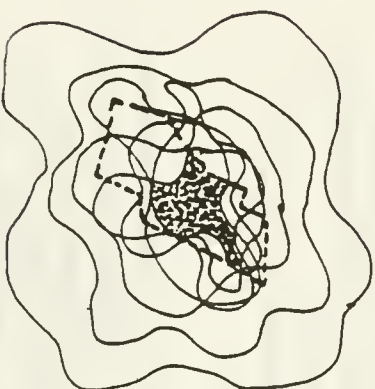


FIGURE 1
Identifying the neighborhood.

The staking of a claim, the assertion of a right, or a partnership share by the Chinatown community in surrounding development would constitute a connection or a link. They are examples of factors which would strengthen the community by politically connecting it to the rest of the city.

A sense of physical continuity as a pedestrian, a member of the community, a visitor or a motorist is important in constituting and identifying the neighborhood. (See figure 1.)

To much of the Asian community Chinatown is home, and to most of the community in the greater Boston area, it is a home base and a symbol of permanence, of roots in this city and in this country.

Linkages and connections from existing "core" Chinatown help us to consider proposals for the future. Rather than isolating Chinatown by further defining its edges, creating barriers and separating it from the surrounding districts and communities, of more value is the image of Chinatown as a part of the city, vitally

connected to it. Chinatown is not an island in the city, but a vital part of the city. (See figures 2, 3 and 4.) The clarification of Chinatown's image together with its sense of belonging to rather than apart from the rest of the city, would encourage a safe and healthy "street life".

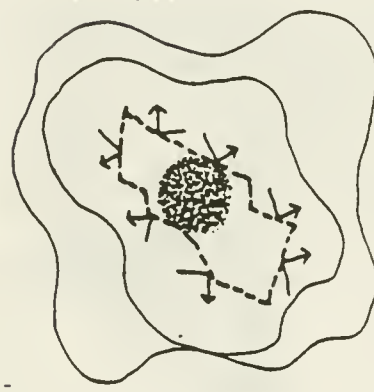


FIGURE 2
Chinatown isolated from the city.

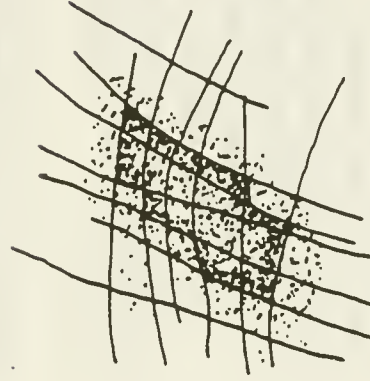


FIGURE 3
Chinatown connected to the city.

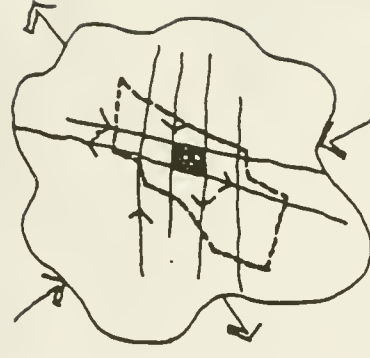


FIGURE 4
Not an island, but part of the city.

ANALYSIS

"Where is Chinatown?"

"What is Chinatown?"

"How can I get to Chinatown?"

"What is offered in Chinatown?"

There are answers to these questions in the physical environment, particularly in Chinatown's streetscapes. If Chinatown is to grow and to maintain its unique "flavor", these answers will provide the clues to achieve such goals. By repeating these clues you reinforce the identity of an environment and thus its neighborhood and community feeling.

We use our senses to orient us in time and space to our environment. (See figure 5.) We notice the intensities of the sights and sounds; the tastes and smells of food; the air in a place, pollution, rain cleaned streets or unmoved garbage. We notice the traffic filled roads, vehicles double-parked outside the markets. We experience the pavements, imported tangerines blocking the way, whilst avoiding other shoppers and visitors, potholes and trash. These are the factors which create the spatial experience in a place and "tell you where you are". (See figures 6 and 7.)

We build our images of Chinatown from names, symbols, signs, activities, objects and products. Obvious and overt images are those signs that name the place directly. Phonetically Americanized-Asian names or those with references to the East form an image of Chinatown.

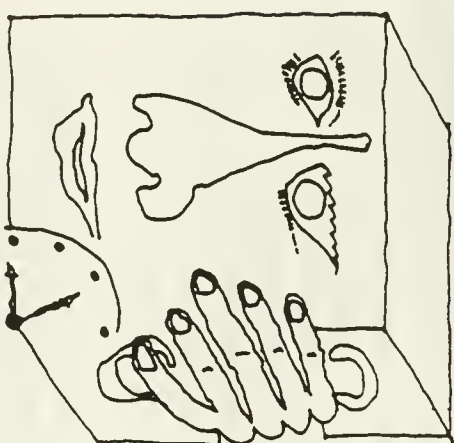


FIGURE 5

We use our senses to orient us in time and space.

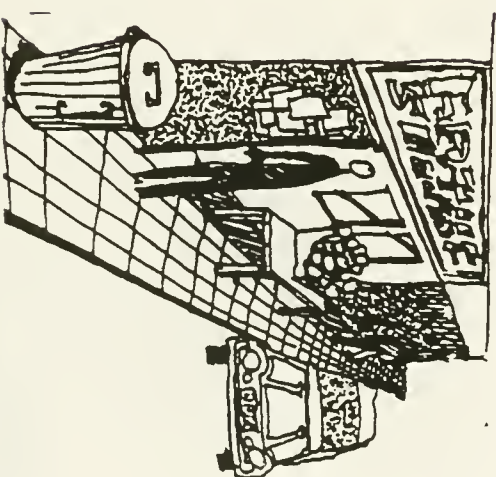
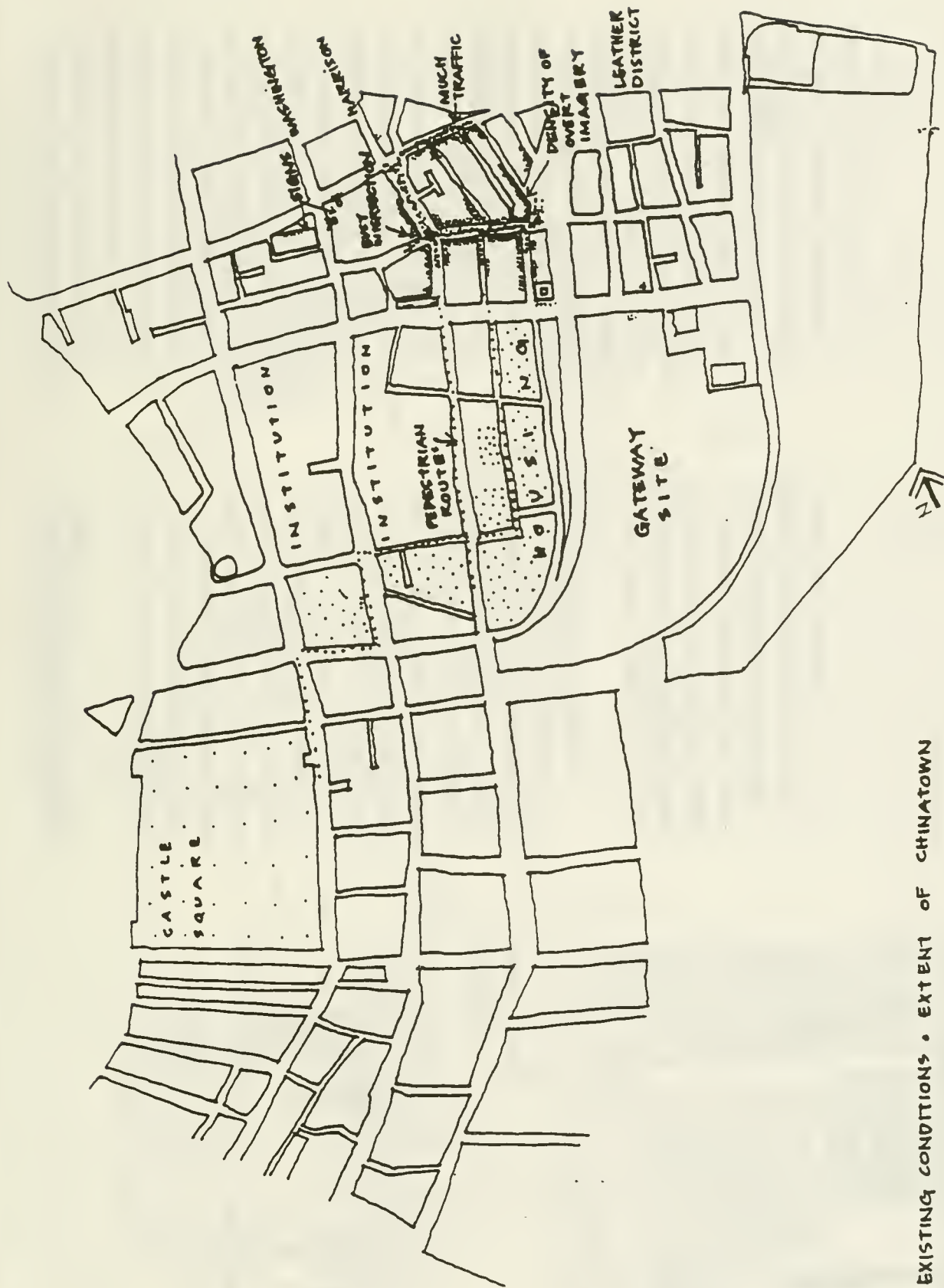


FIGURE 7

Signs and symbols, icons and activities.



EXISTING CONDITIONS • EXTENT OF CHINATOWN

FIGURE 6

CONCLUSION AND IMPLICATIONS

If Chinatown is to maintain its "flavor" and improve the quality of its growing neighborhood and community in the future, then the names, symbols, signs, activities, objects and products described above must be promoted, reinforced and repeated. (See figure 10.) The analysis of the physically tangible realm is only one aspect of a community and a neighborhood. The spreading of the physical aspects characteristic to Chinatown will help to assert it's identity in these new areas.

It is presently confusing for immigrants to the Chinatown community to utilize the many existing services, and there is a need for communications networks that will reach all Asians in the greater Boston region.

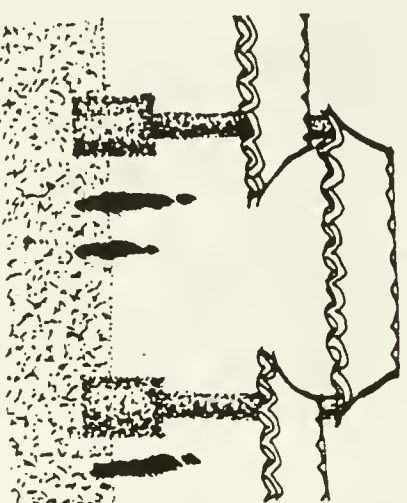


FIGURE 8
Blatant symbols.

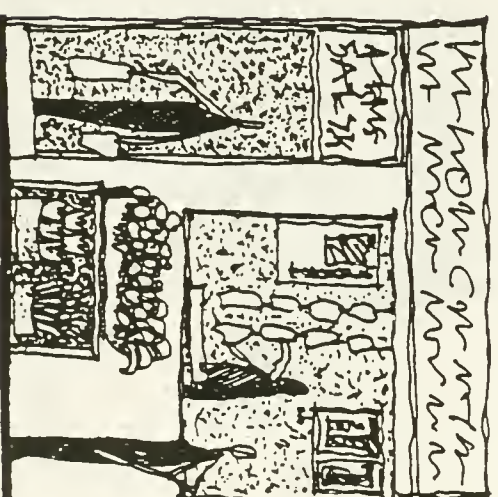
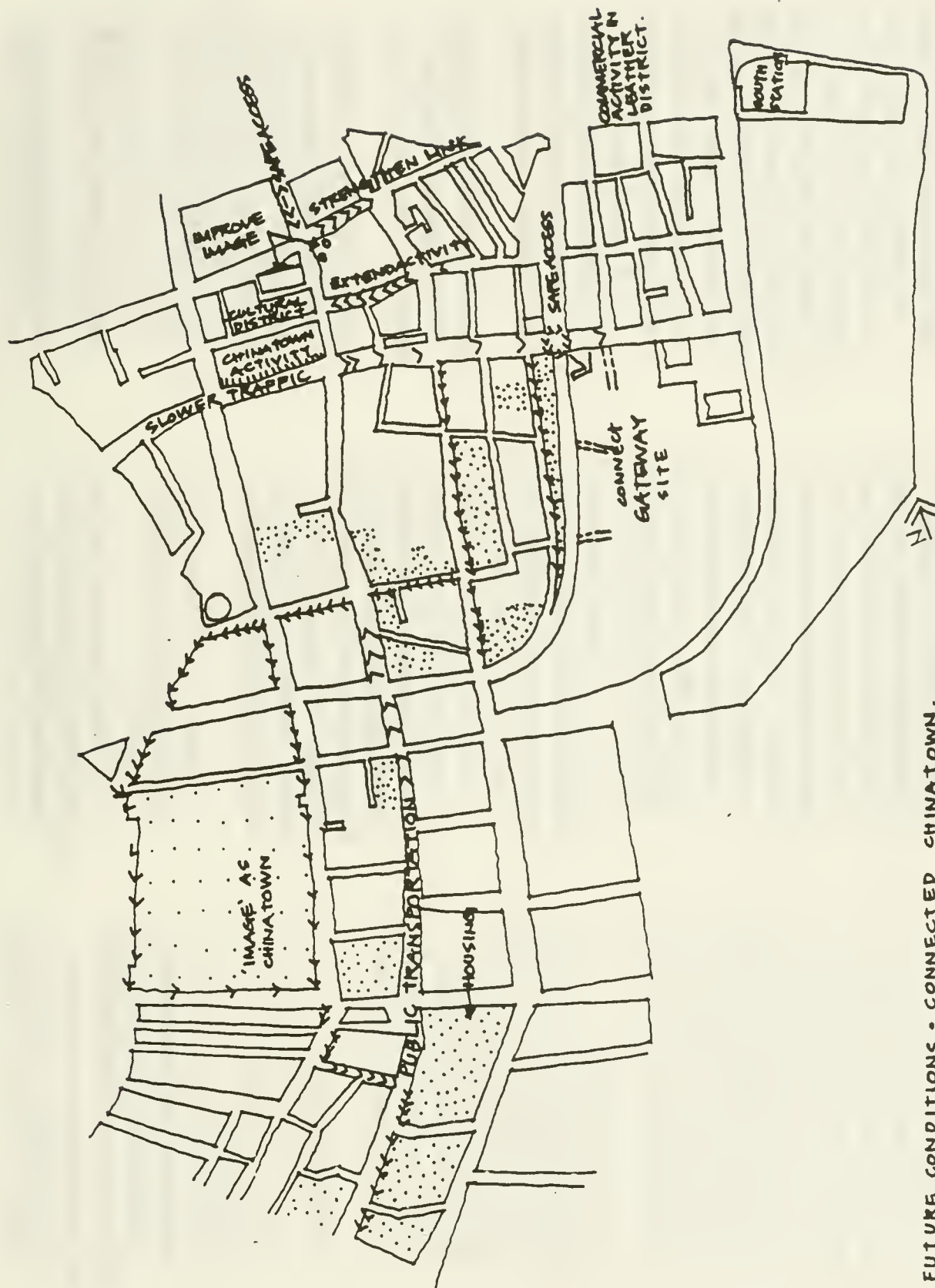


FIGURE 9
Signs, activities, objects and products.

Pagodas, shopfronts and street furniture built as icons of China and Asia recall their place of origin through imitation and as symbols reinforce Chinatown's character. (See figure 8.) Signs, too, can give an environment identity and meaning beyond the information of occupation. Their calligraphy and stylization describe and stand for a culture and a community which informs us of its identity. (See figure 9.) The number and activities of Asian people position us uniquely in Chinatown. The intense pavement activity and street oriented world are clues to the nature of the neighborhood and its population, and call for an environment with wide pavements with many small shopfronts opening onto them. The objects, products and foods being traded in these shops, the fashions of the people and their customs, are further clues to the culture of the community.



FUTURE CONDITIONS - CONNECTED CHINATOWN.

FIGURE 10

RECOMMENDATIONS

1) Make and keep Chinatown clean and safe.

A good environment is a safe and clean environment, and the obvious and often repeated calls for physical steps towards cleaning and making the neighborhood safe are still badly needed.

2) Encourage a mix of activities for a diverse community, and preserve the flavor of Chinatown.

A characteristic of Chinatown is that it supports a mixture of generations, cultures, and activities. The future planning of Chinatown must support and encourage housing for all kinds of people, from children to the elderly, in its physical form and in the community facilities available. In preserving the "flavor" of Chinatown and its rich combination of activities, it is critical to encourage a mix of uses and activities. Small scale businesses should be encouraged. The resulting presence of many small

shop fronts will reinforces and add to the vitality of the street life in the commercial areas.

3) Avoid barriers at the edges of Chinatown.

To connect Chinatown to the rest of the city, it is necessary for the CNC to insist that new development within or on the boundaries of Chinatown does NOT form a barrier, physically or psychologically, to the "edge" of Chinatown.

4) Increase community awareness and public education. Facilitate communications.

Core Chinatown may be recognized by its overt symbols, but Chinatown is a community beyond the lights of Chinese calligraphy and signs. The Chinatown of the future need not rely on the overt symbolism of the past. Increased awareness and public education will provide all the clues for a secure community neighborhood. This education and awareness will require facili-

tators and a consolidated outreach effort, for which ends we recommend the formation of an Information Center, a radio station and a cable television station.

PROPOSALS AND ACTION NEXT STEPS

1. Communications Connections:

We propose three communications networks:

1. Information Center
2. Radio Station
3. Cable Television Station

Information Center

We think that an Information Center best addresses the need to facilitate and coordinate the dissemination of information from the myriad of organizations, agencies and institutions within and out of Chinatown that serve the Asian population.

The Information Center can be a clearing house to connect residents with service organizations. Essentially the Center will have a bi-or multilingual staff to assist residents in efficiently gaining the information they need. As a referral Center, staff (ideally a person for each of the needs) could provide information about agencies providing assistance in

the following areas:

- Housing
- English as a Second Language
- Daycare
- Culture
- Jobs Training
- Others

Radio Station (WCNC)

A Radio station would serve Chinatown's need for immediate, easy and continual information most effectively and efficiently.

The station can target various Asian communities through its programming. It will reach Chinatown residents as well as Asians in Allston-Brighton, Newton, Lowell and other areas. Various interest groups can use the radio station for outreach and to rally support for Chinatown concerns.

Cable Television Station.

After years of promise and neglect, Chinatown has finally been hooked up to cable television. The time is ripe for a Chintown

cable television station, which would serve much of the same purpose as that of the radio station. Like the radio station, it would provide a source of cultural unity and identity. However, a TV station would have a more powerful and direct impact in unifying the Asian communities because it is a visual medium.

2. Design Guidelines

Refer to Appendix for our designs for suitable connections. In implementing the master plan, the CNC together with the BRA should develop Design Guidelines dealing with the following issues:

- Impact of construction on the community
- Sidewalks
- Street lighting
- Street furniture and planting
- Garbage disposal
- Shopfronts
- Signage
- Traffic, parking and pedestrian safety
- Open, green space (the design of parks, see Housing.)

These guidelines should be used to upgrade the existing environment and to guide new developments. The Housing section of this document includes more specific recommendations for design guidelines.

3. Community Review

Community participation at the reviews of proposed new developments, particularly by potential future residents of these buildings should be encouraged with support of community groups such as the CNC.

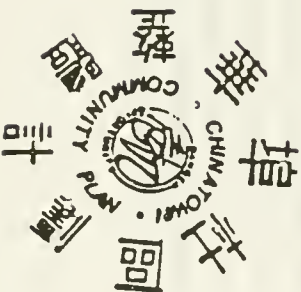
4. Bus-stop / Taxi-stand

Provision for a bus-stop / taxi-stand should be made for those people who are picked up and dropped off in Chinatown from their jobs in the suburbs, to help alleviate congestion and to make a special place for this particular activity to take place.

SUMMARY

Chinatown is home to many Asian people. It is both physically and politically constituted, a community and a neighborhood with a sense of physical continuity and coherence. Its physical identity and image are defined by signs, symbols, iconography and activities.

The unique street-life of a Chinese culture in an American city is reinforced by the senses which orient us by processing clues provided by the environment: names, street furniture, store fronts, calligraphy, activities and people, restaurants and specialty stores, imported foods, fruit and vegetables, baked goods and ethnic specialities peculiar to the community.



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